

Welcome

York University
and Downsview
Cycling Connections

February 27 and
March 1, 2018

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

Background

Ten Year Cycling Network Plan

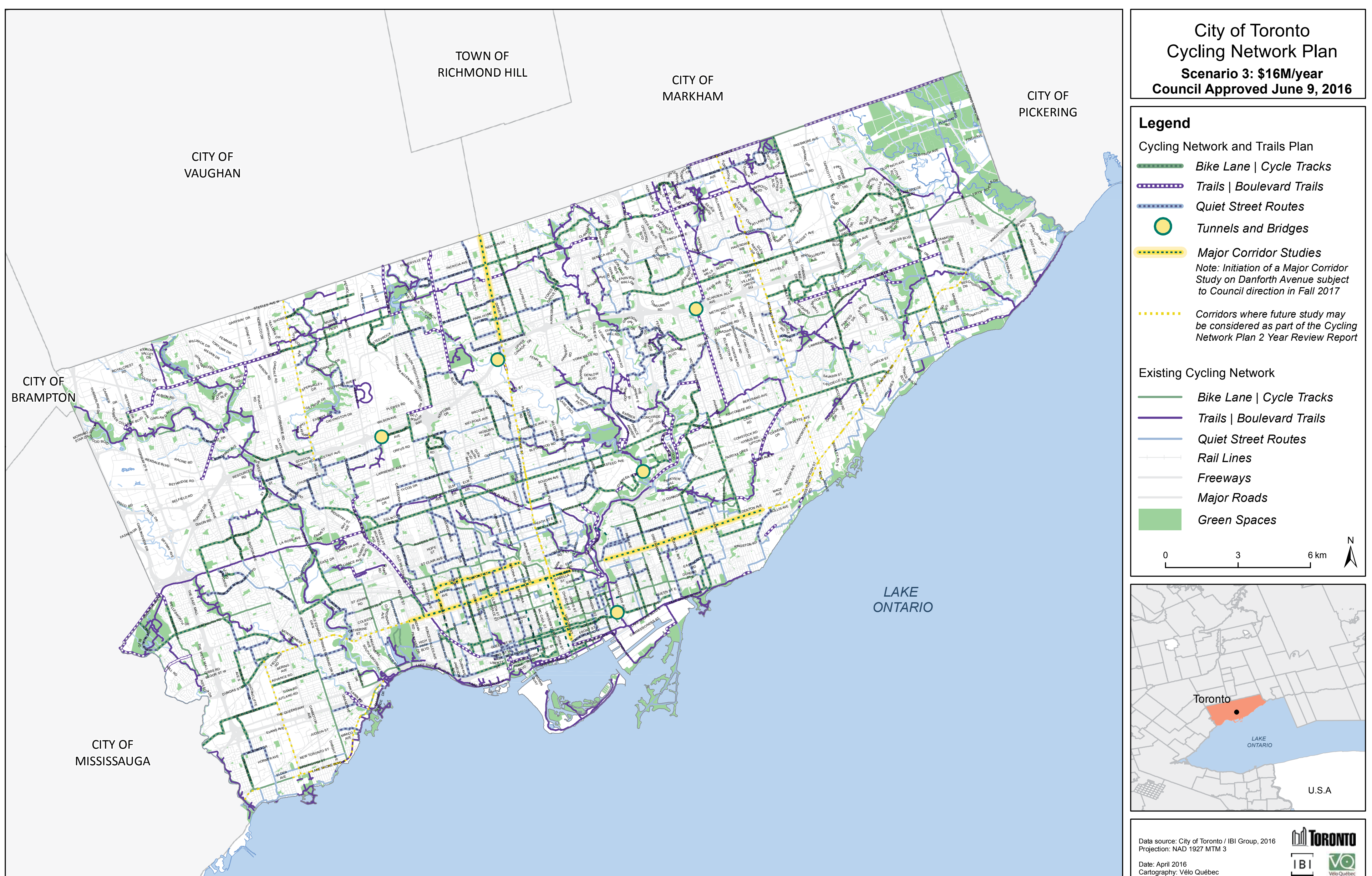
On June 9, 2016, Toronto City Council approved the Ten Year Cycling Network Plan for connecting, growing, and renewing Toronto's Cycling Network. Learn more: toronto.ca/cyclingnetwork

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

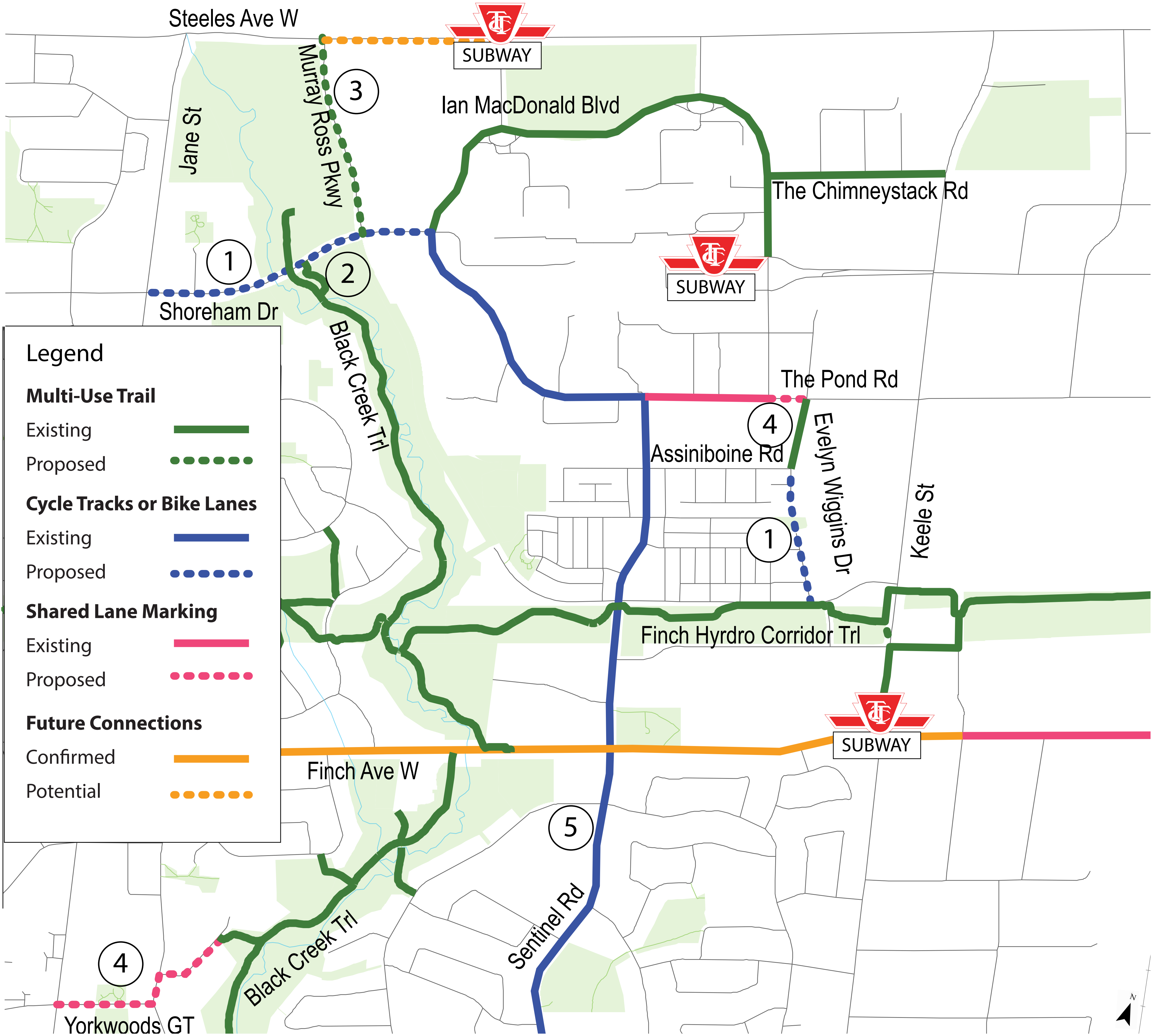
- **Connect** gaps in the cycling network
- **Grow** the cycling network into new parts of the city
- **Improve** the quality of existing cycling network routes

Public consultation identified **safety** and **connectivity** as the highest priorities by stakeholders and the general public.

Public feedback in the York University and Downsview neighbourhoods identified a need for new cycling routes on streets and through green spaces to connect to local destinations and to transit.



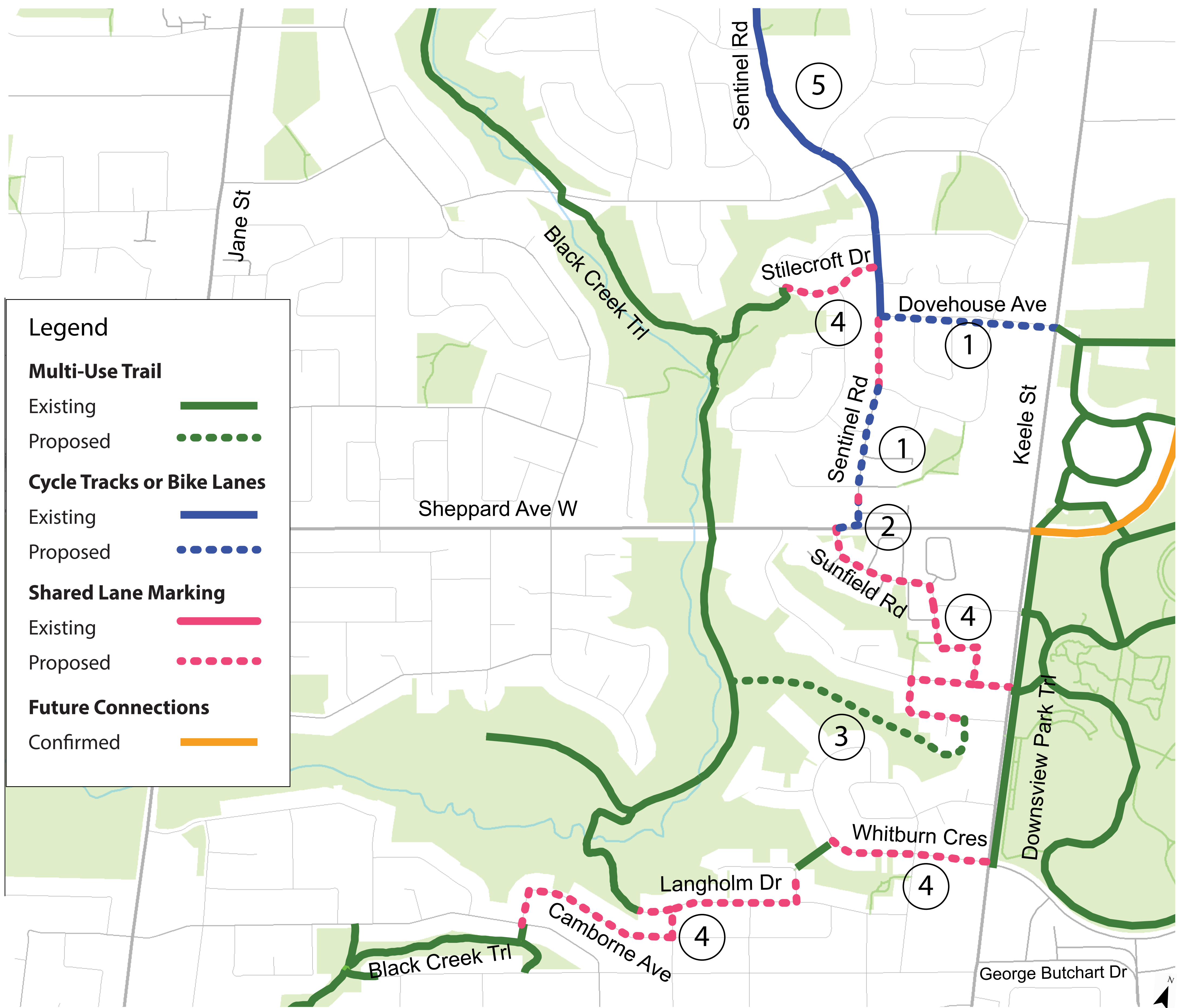
York University Area Existing and Proposed Cycling Network



Proposed

- ① Dedicated, Cycle Track or Bike Lanes on Shoreham Drive and Evelyn Wiggins Drive
- ② Improved connection to the Black Creek Trail from Shoreham Drive
- ③ Multi-Use Trail on Murray Ross Parkway
- ④ Shared lane markings on Yorkwoods Gate and The Pond Road
- ⑤ Safety improvements to the existing bike lanes on Sentinel Road

Downsview Area Existing and Proposed Cycling Network



Proposed

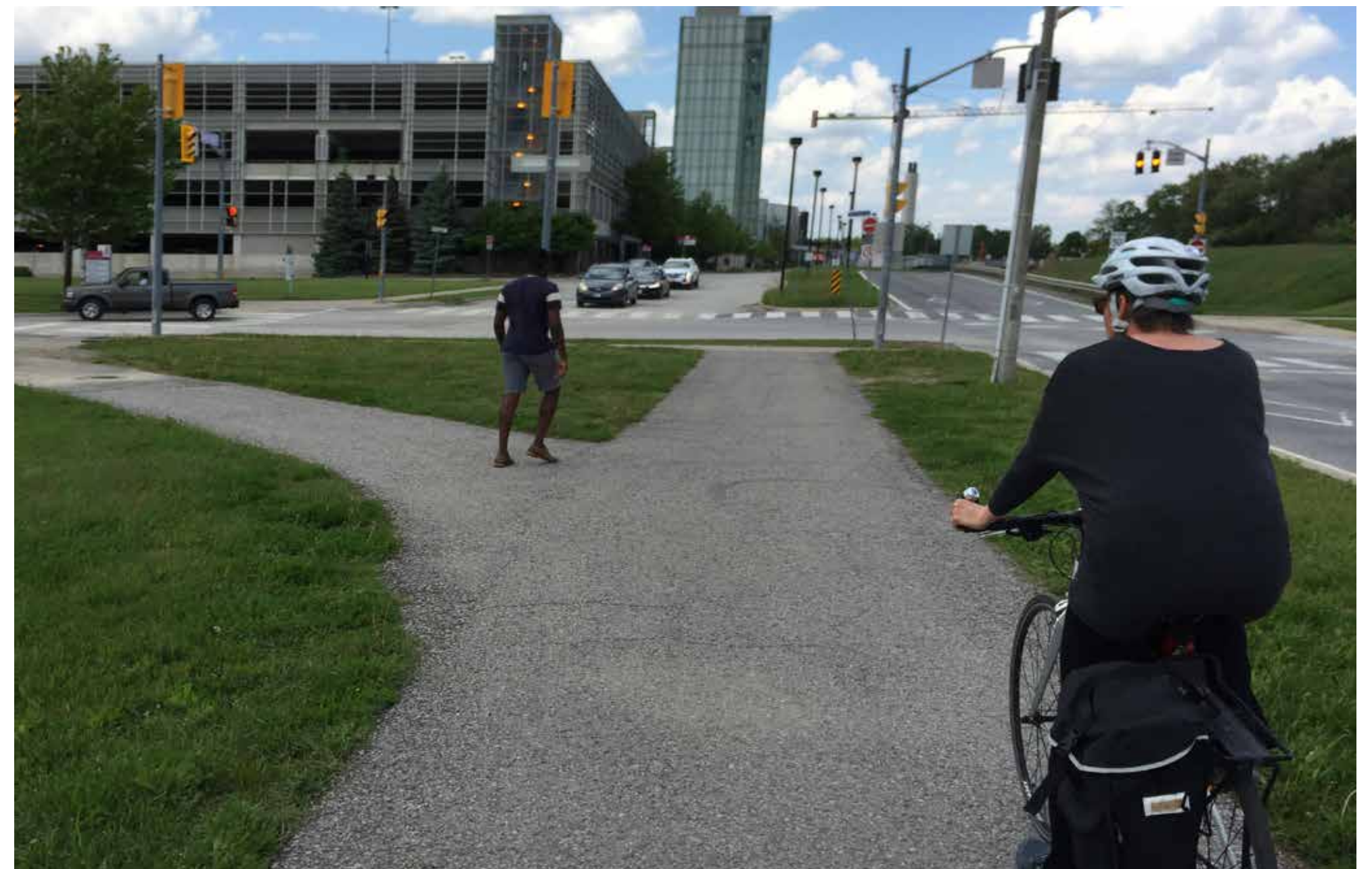
- ① Dedicated bike lanes on Dovehouse Avenue and Sentinel Road
- ② Short boulevard connection on Sheppard Avenue West
- ③ Improved connections to the Black Creek Trail and Downsview Park
- ④ Shared lane markings on Camborne Avenue, Langholm Drive, Whitburn Crescent, Sunfield Road, Maryport Avenue, Diana Drive and Stilecroft Drive
- ⑤ Safety improvements to the existing bike lanes on Sentinel Road

Types of Cycling Infrastructure

Depending on the location, different designs could be installed.



Cycle Track: Dedicated cycling facility that features separation elements, such as parked cars and flexi-posts, between the bike lane and the traffic lane, as well as between the bike lane and parked cars.



Multi-Use Trails: Hard-surfaced, off-road paths designed to connect to other pedestrian and cycling routes. They may run parallel to streets or in parks and ravines.



Bicycle Lanes and Buffered Lanes: Part of the roadway for cyclists' exclusive use. They are located between the motor vehicle lane and either the curb or parking. Buffered Lanes are bike lanes with additional painted space between the motor vehicle lanes and bike lanes.



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 used for wayfinding to other cycling routes and trails.

Why cycling routes in York University and Downsview?

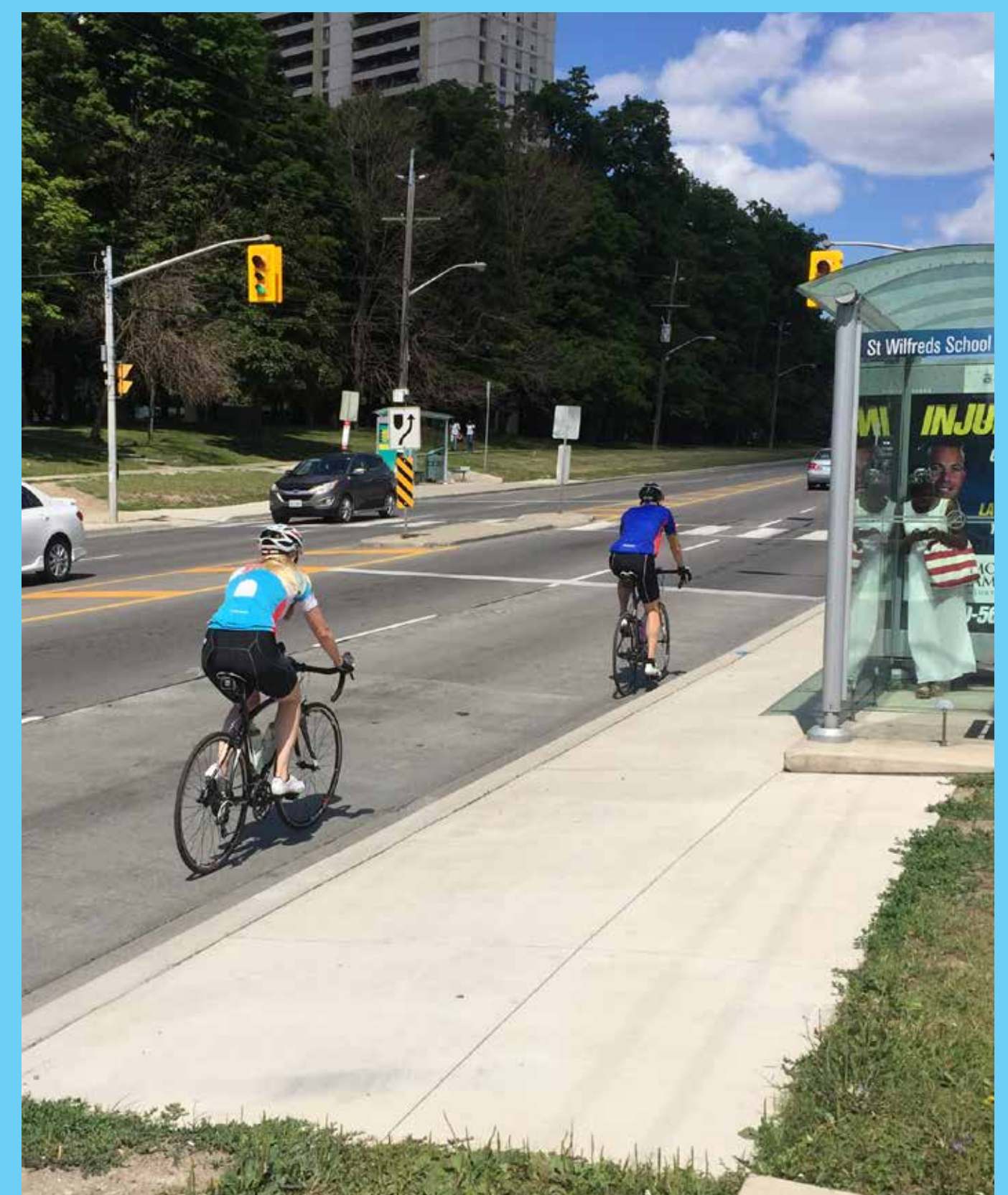
Opportunities

- **Improve Safety:** Dedicated cycling routes have been shown to improve safety for all road users by increasing cyclist visibility and predictability, providing visible cues to all road users on where they should move, and by reducing motor vehicle speeds.
- **Encourage Cycling:** Make cycling a safer and more comfortable experience, and encourage more people to travel by bicycle. Cycling can reduce 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.
- **Changes to On-Street Parking:** Cycling routes occasionally have some impact on the number of on-street parking spaces. In most locations, parking availability would be maintained to accommodate the current parking demand.

Cycling in York University and Downsview Today



Shoreham Drive

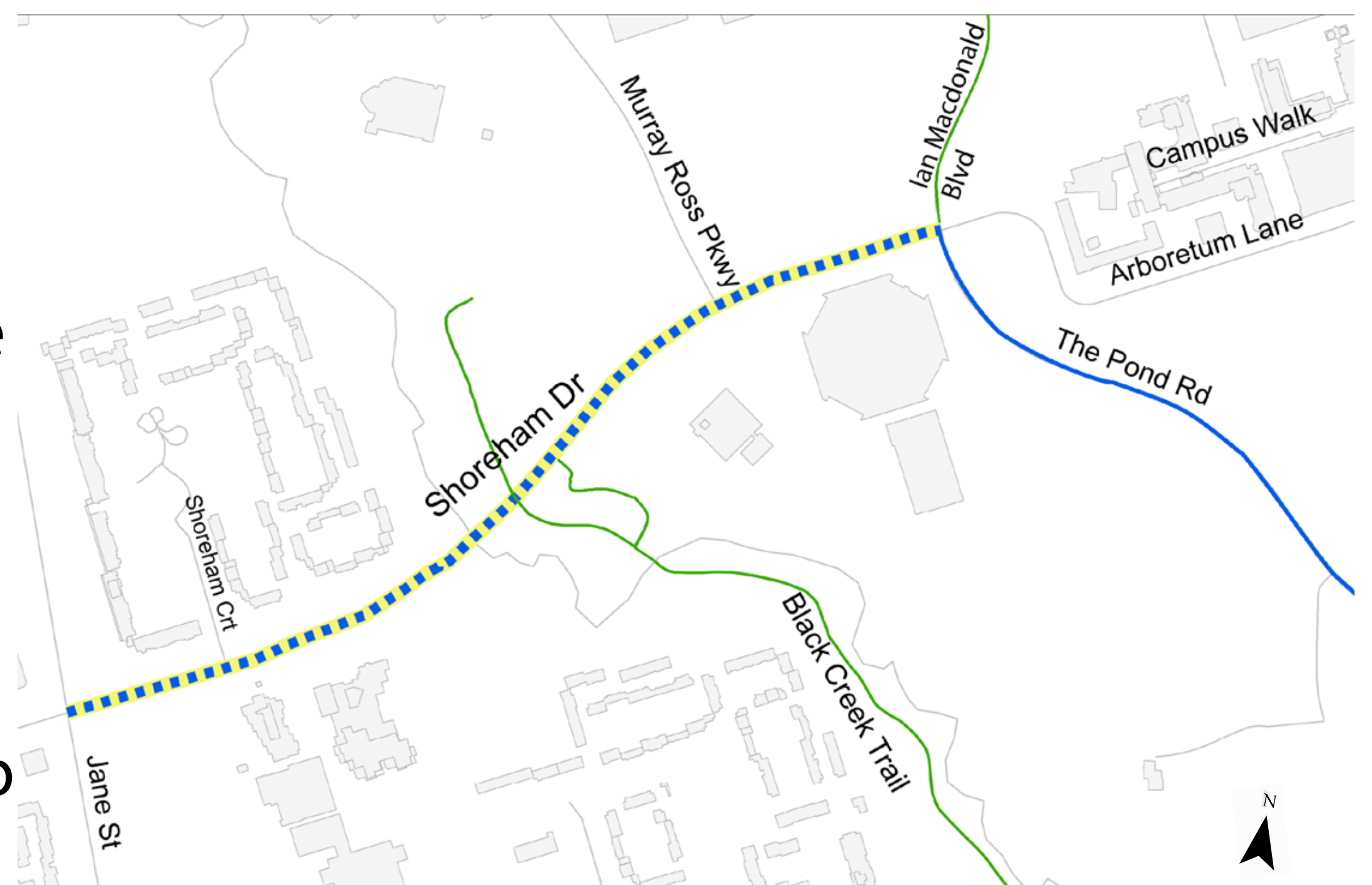
Why a cycling route on Shoreham Drive?

A dedicated cycling route is proposed to connect to existing bicycle lanes on The Pond Road, York University's trail network on Ian MacDonal Boulevard, and the Black Creek Trail.

Existing Conditions



- Road Type: Minor Arterial
- Length: 850m
- Speed Limit: 40 - 50 km/hr
- Traffic Lanes: Two in each direction and some left turn lanes
- Road Width: 15.2m - 17.9m including medians
- On-street Parking: None
- TTC Service: Route 108 buses load at the curb
- Approximately 9000 vehicles per day
- Waste collection: occurs off-street



Shoreham Drive Options

Option A: Cycle Tracks

Cycle track in both directions. Option A features physical separation between the cycling lanes and motor vehicle lanes, except at intersections, driveways and bus stops.

- Cycle track on both sides, including bollards or other physical separation
- Vehicle lanes reduced to one lane in each direction
- Turn lanes maintained or added to facilitate turning vehicles
- Signal timing at Jane Street, Murray Ross Parkway and The Pond Drive modified to optimize traffic flow
- Flexible design to accommodate events at the Aviva Centre and other venues to facilitate curbside access
- Speed limit set at 40 km/h

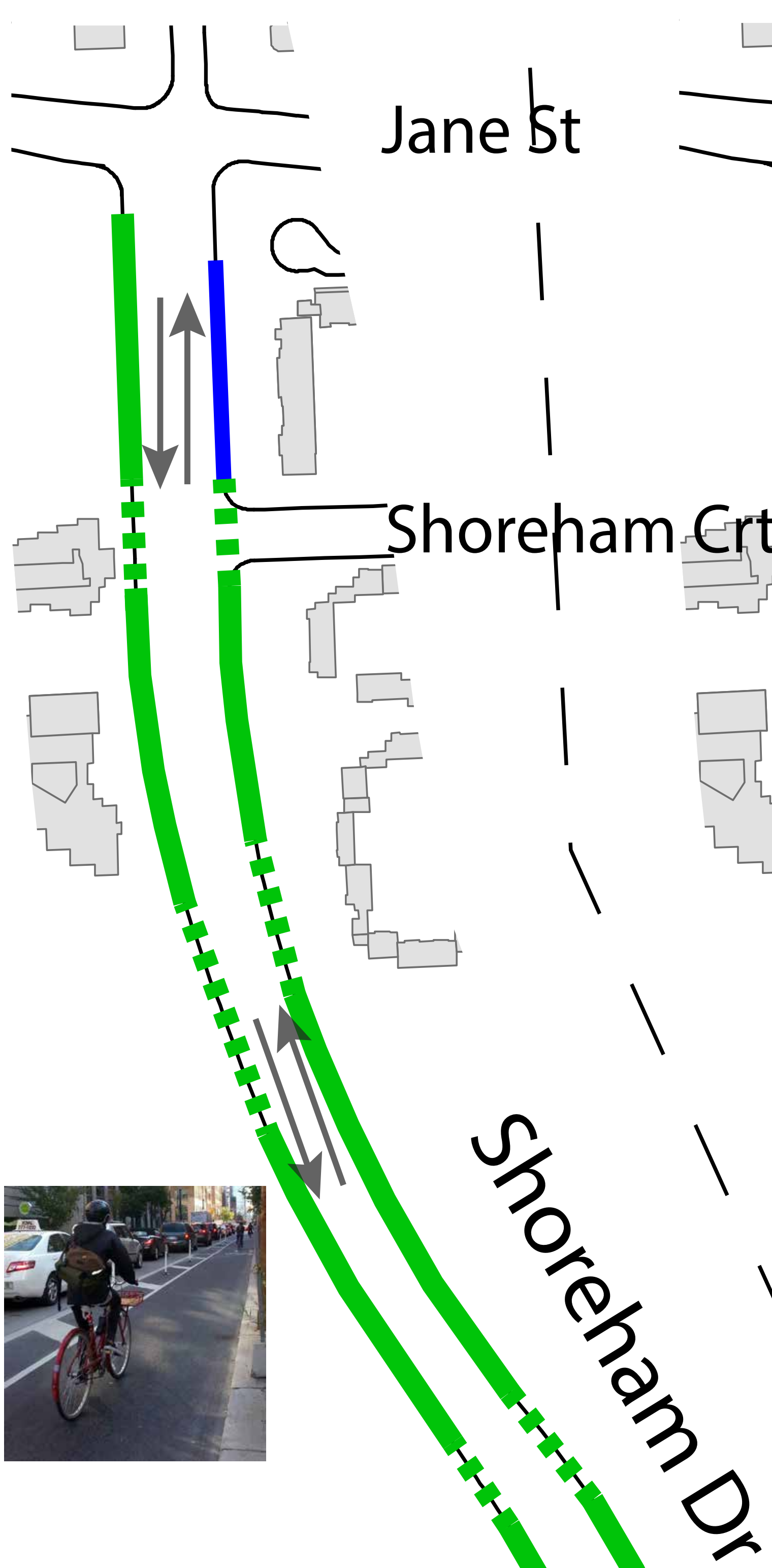
Option B: Bike Lanes

Bicycle lanes in both directions featuring a painted line between the bike lanes and motor vehicle lanes, and a painted buffer where space permits.

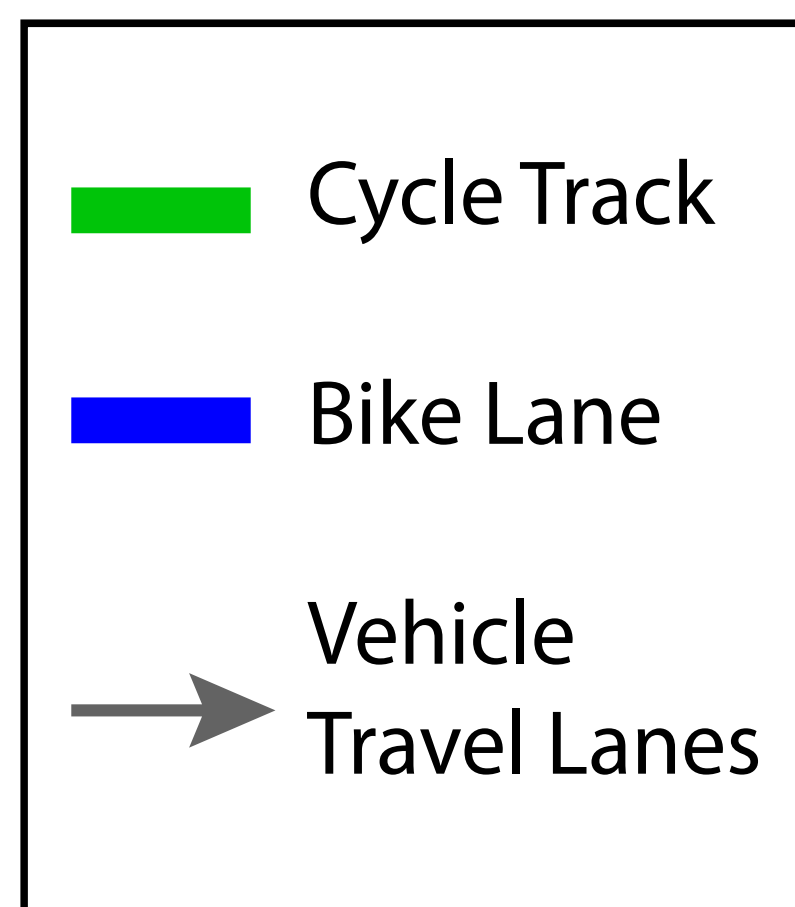
- A dedicated bicycle lane on both sides of the street would be added
- Maintain two vehicle lanes in each direction narrowed to conform to the City of Toronto's Vehicle Lane Width Guidelines
- Maintain turn lanes to facilitate turning vehicles
- Speed limit set at 40km/h

OPTION A

Cycle Tracks - one vehicle lane each way

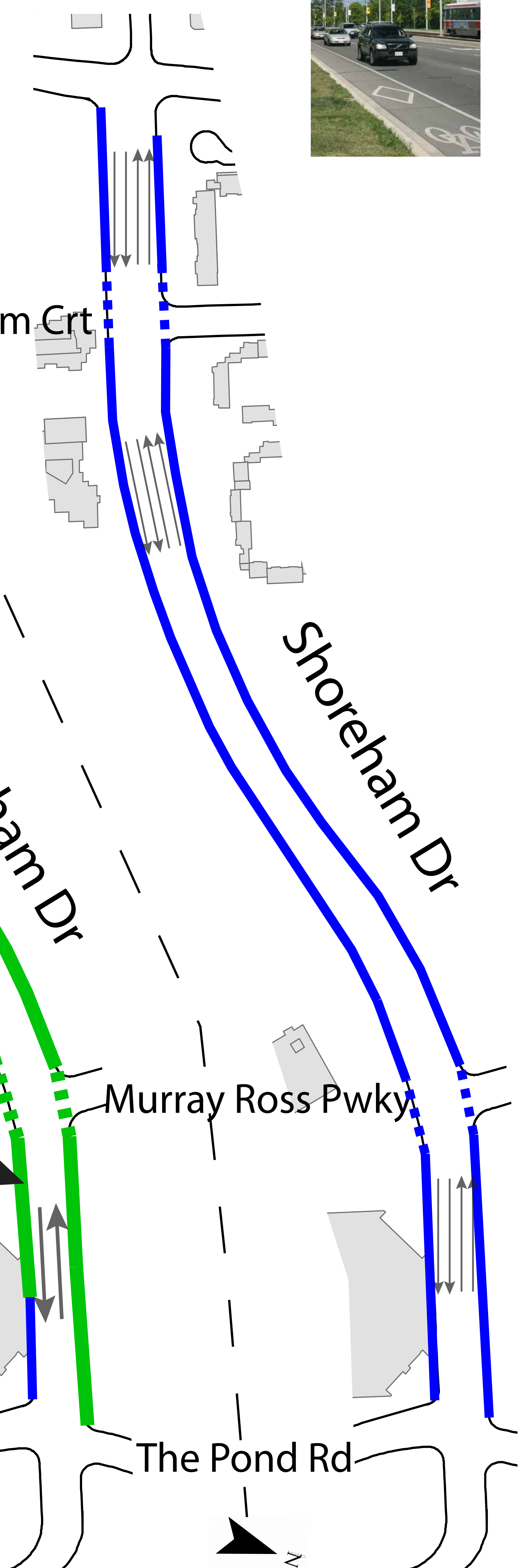


Flexible installation for special events



OPTION B

Bike Lanes - two vehicle lanes each way



Shoreham Drive Benefits and Challenges



Option A: Cycle Tracks

Benefits

- A cycling facility type appropriate for a high speed roadway, featuring protection from motor vehicles
- Encourages cyclists of all ages and abilities

Challenges

- Designing to accommodate access to special events (e.g. Rogers Cup, York University convocation and exams) may limit opportunities to fully separate bicycles
- Vehicle delay would be minimized using traffic signal timing and coordination
- Higher operating costs than Option B to sweep and plow snow



Option B: Bike Lanes

Benefits

- Dedicated cycling facility, primarily serving cyclists who are already comfortable riding next to traffic
- Narrowed motor vehicle lanes to reduce motor vehicle operating speeds
- Curbside access during special events would function like today

Challenges

- Without physical separation, the roadway may not provide a facility to attract cyclists of all ages, abilities and comfort levels
- Pinch points would result in slightly below recommended widths for the bike lane or vehicle lanes at a few locations along Shoreham Drive

Murray Ross Parkway

Existing Conditions

- Road Type: Collector
- Length: 540m, from Shoreham Drive to Steeles Avenue West
- Speed Limit: 50km/h
- Traffic Lanes: One in each direction
- Road Width: 8m - 15m
- Width between curb and property line on east side: 3.5m - 20m
- On-street Parking: none
- TTC Service: 108 buses load at the curb
- Approximately 8000 vehicles per day

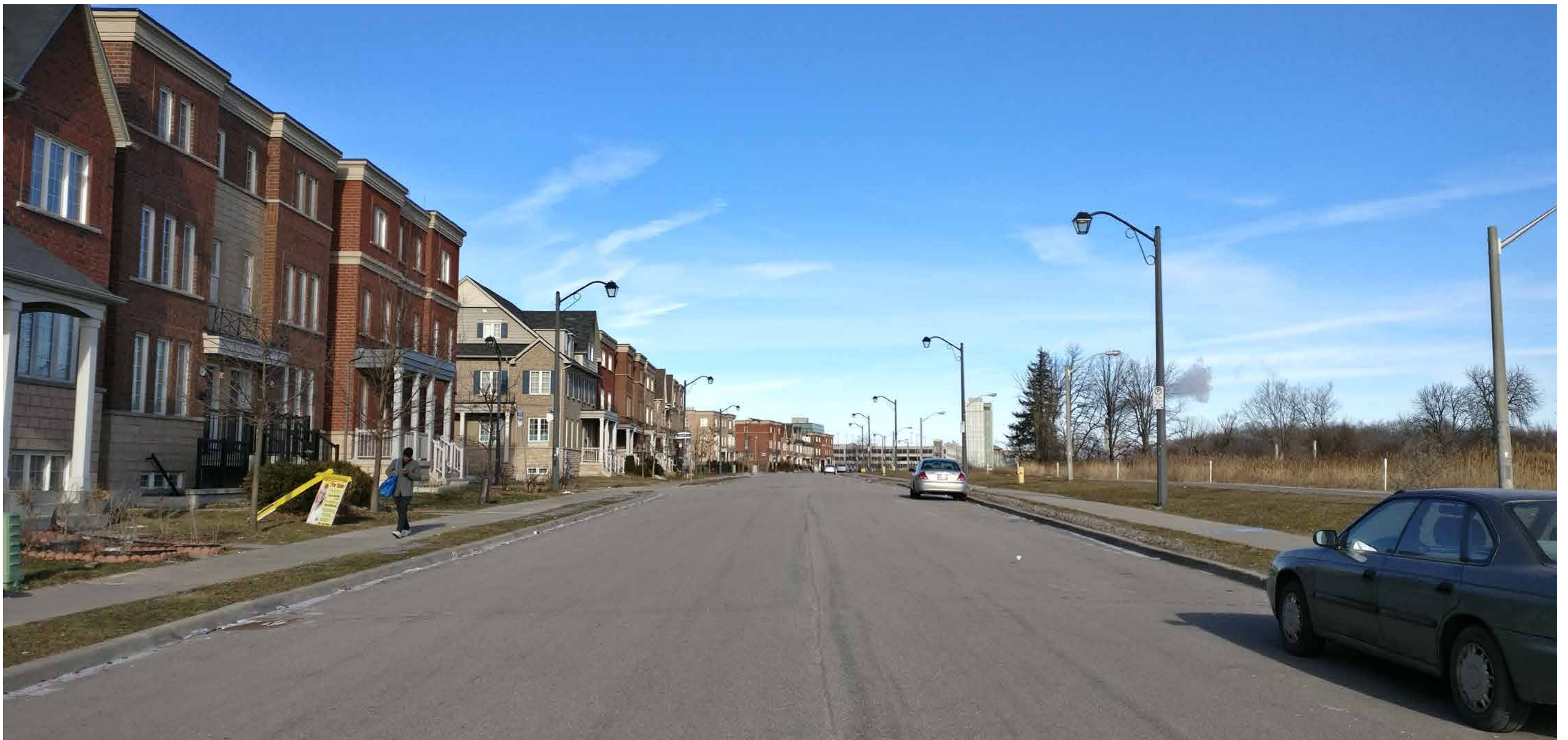


Proposed Changes

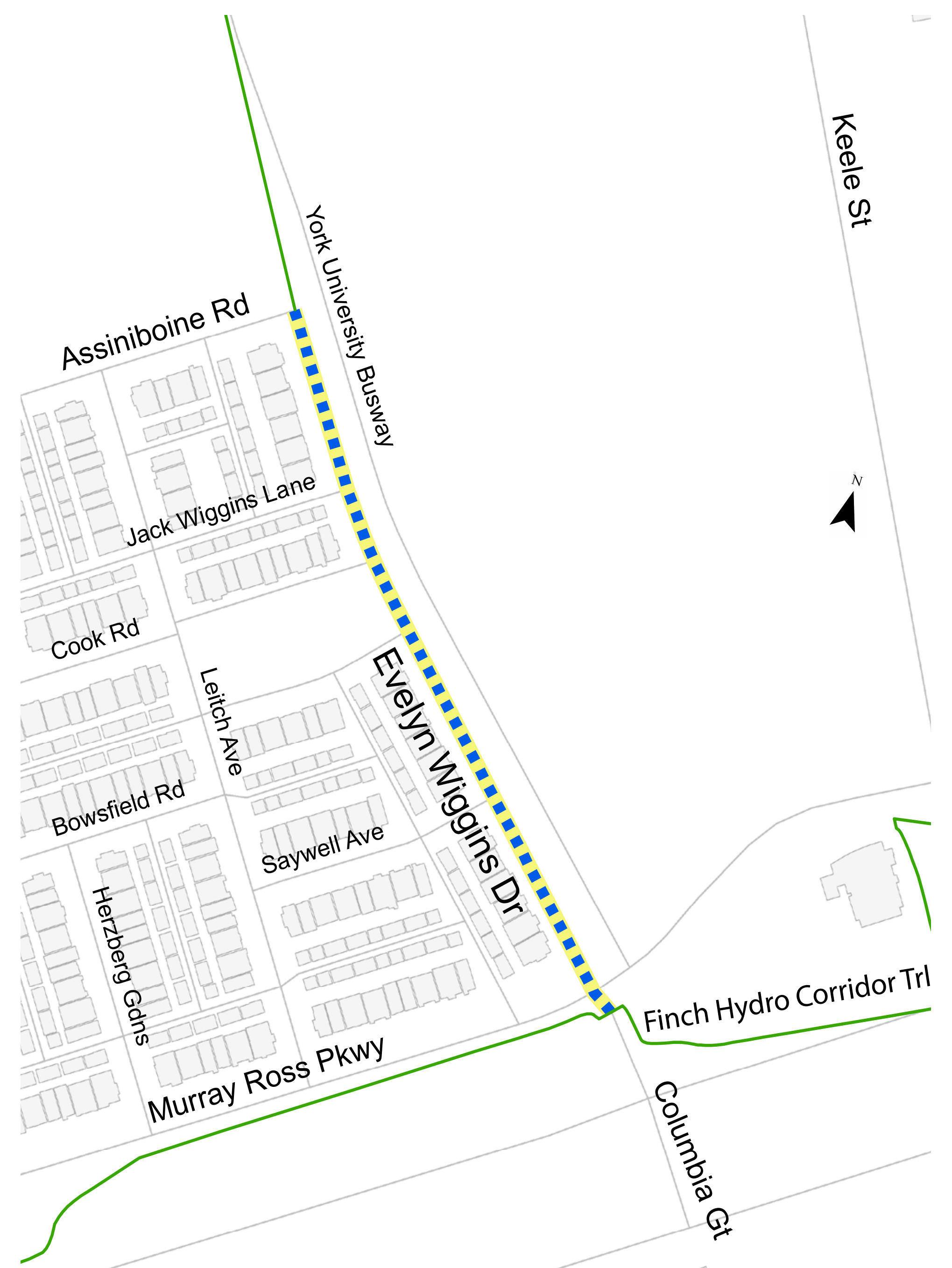
- 3.5m multi-use trail on the east side between the curb and sidewalk between Shoreham Drive and Steeles Avenue West
- Trail connects cyclists to York University, the Black Creek Trail, and other major destinations in the area
- Future possible links include Pioneer Village Subway Station, and developments in Vaughan



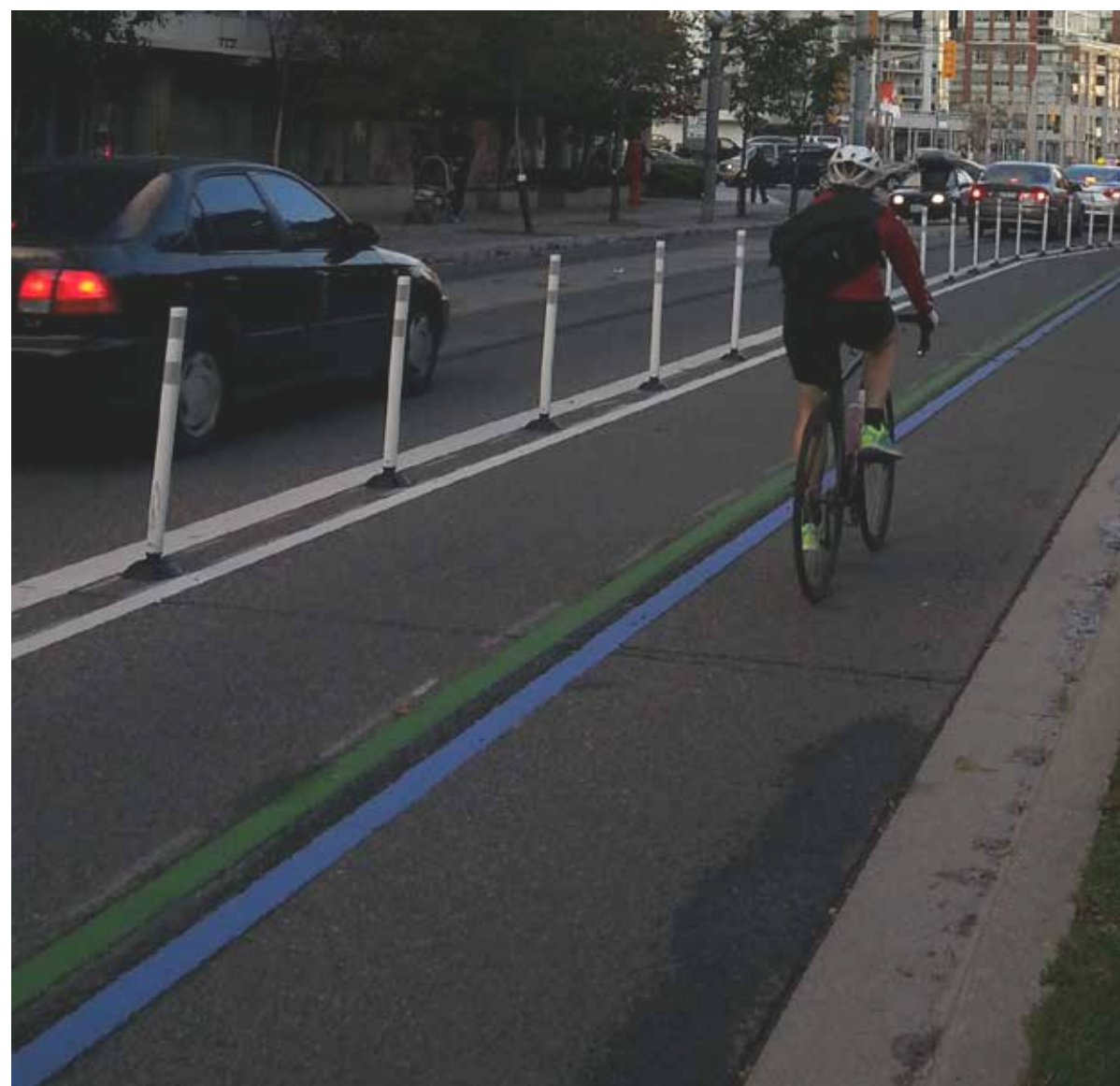
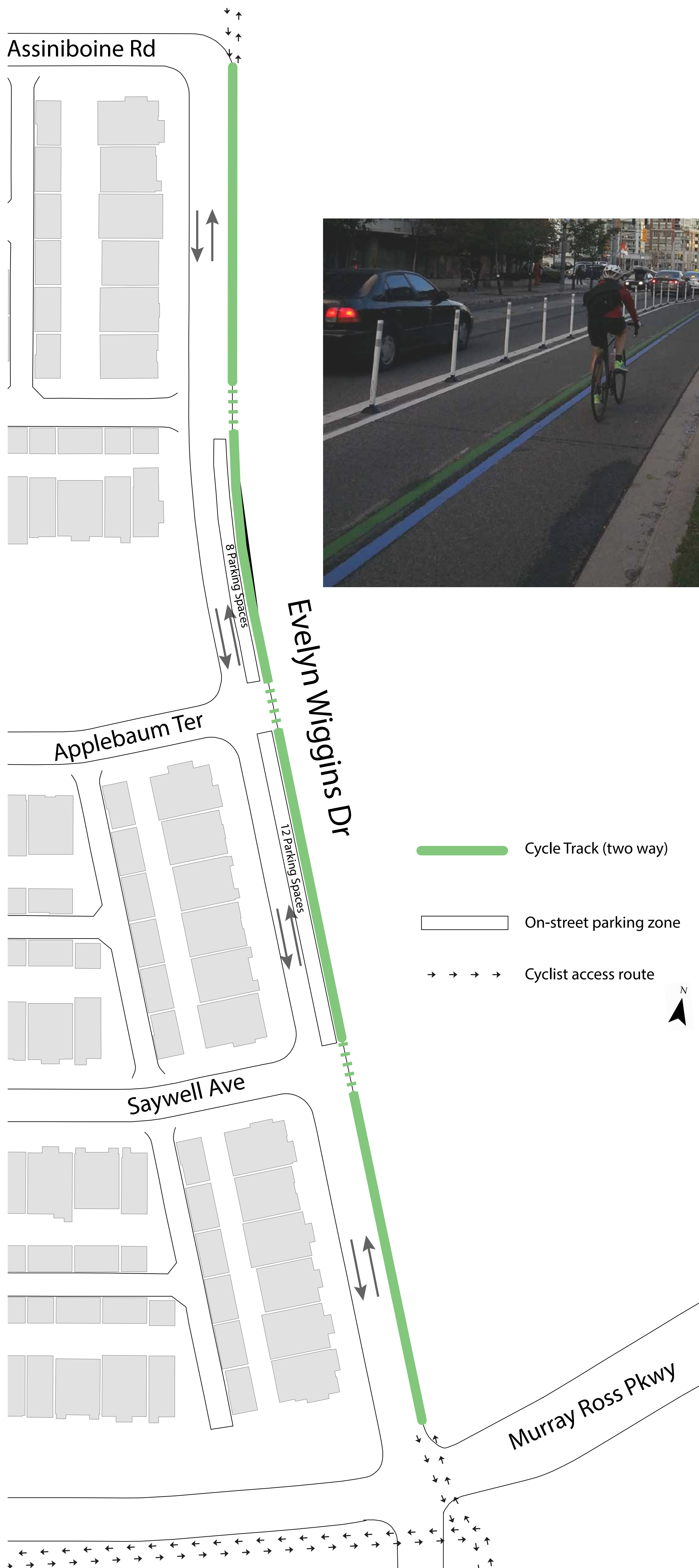
Evelyn Wiggins Drive Existing Conditions



- Road Type: Local Road
- Length: 380m
- Speed Limit: 50km/h
- Traffic lanes: one lane in each direction
- Road Width: 11.3m - 11.5m
- On-street Parking:
 - Approximately 60 spaces available
 - Parking Regulations: East Side, 1hr parking, 8am-8pm, 12hr parking, 8pm-8am
- Waste collection: occurs at the curb on the west side of the street
- Fewer than 1000 vehicles per day



Evelyn Wiggins Drive Option A: Two-Way Cycle Track



Two-way cycle track on Evelyn Wiggins from Assiniboine Road to Murray Ross Parkway.

Design Description

- Two-way cycle track on the east side of Evelyn Wiggins Drive
- One lane in each direction remains
- 20 on-street parking spaces remain; parking regulations unchanged
- Parking surveys indicate that current demand for parking can be accommodated with 20 parking spaces
- Additional on-street parking is available on adjacent streets: Saywell Avenue, Applebaum Terrace and Assiniboine Road
- The speed limit set at 40km/h

Benefits

- On-street facility uses similar design (bi-directional) as the Multi-Use Trail connections
- Easier to navigate for cyclists
- Separation protects cyclists from motor vehicles

Challenges

- At the intersection with Murray Ross Parkway:
 - A two-way cycle track crossing on one side of a two-way street poses design and user challenges
 - A transition between on-street and off-street cycling facilities – with limited available curb space – calls for intersection reconfiguration
- Higher operating costs than Option B to sweep and plow snow

Evelyn Wiggins Drive Option B: Advisory Bike Lanes

Advisory bike lanes have motorists share a two-way vehicle lane with oncoming vehicles. Motorists move into the right-hand cycling lane when passing oncoming vehicles. They yield to cyclists, and travel behind them until it is safe to pass.

Advisory Bike Lane on Evelyn Wiggins Drive from Assiniboine Road to Murray Ross Parkway.

Design Description

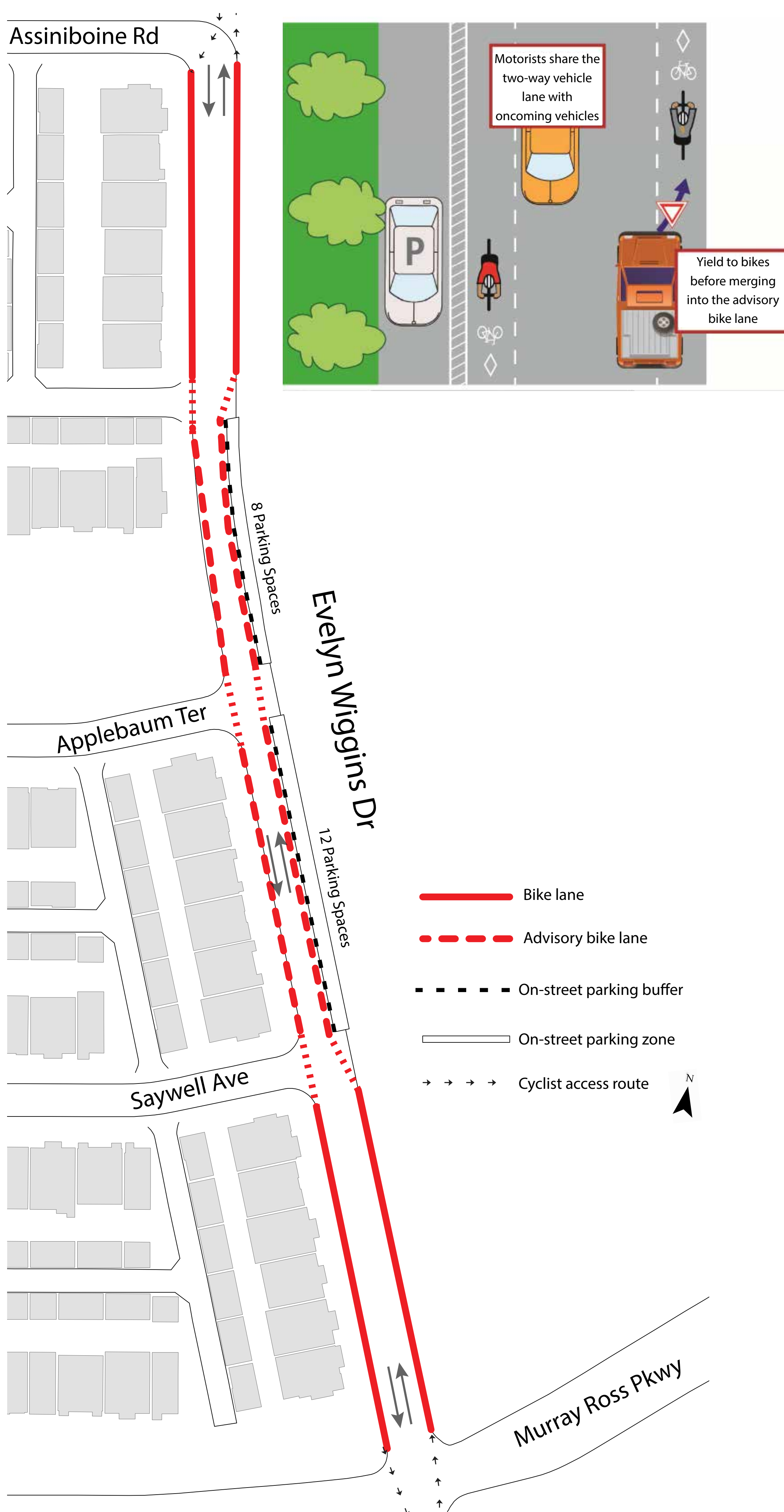
- Bike lanes for two blocks without parking
- Advisory lanes for two blocks with parking
- Motorists share the two-way vehicle lane with on-coming vehicles
- 20 on-street parking spaces remain, parking regulations are unchanged
- Parking surveys indicate that current demand for parking can be accommodated with 20 parking spaces on Evelyn Wiggins Drive
- Additional on-street parking is available on adjacent streets: Saywell Avenue, Applebaum Terrace and Assiniboine Road
- The speed limit set at 40km/h

Benefits

- A simpler intersection design with Murray Ross Parkway; cyclists travel with motor vehicles
- Lower cost to build and maintain, and shorter implementation time than Option A

Challenges

- Less separation between bicycles and vehicles
- Advisory bike lanes are a new way for cyclists and drivers to share the road. Learning curve for drivers and cyclists
- Alternating between two-way and one-way cycling facilities within 400m provides an inconsistent cycling experience



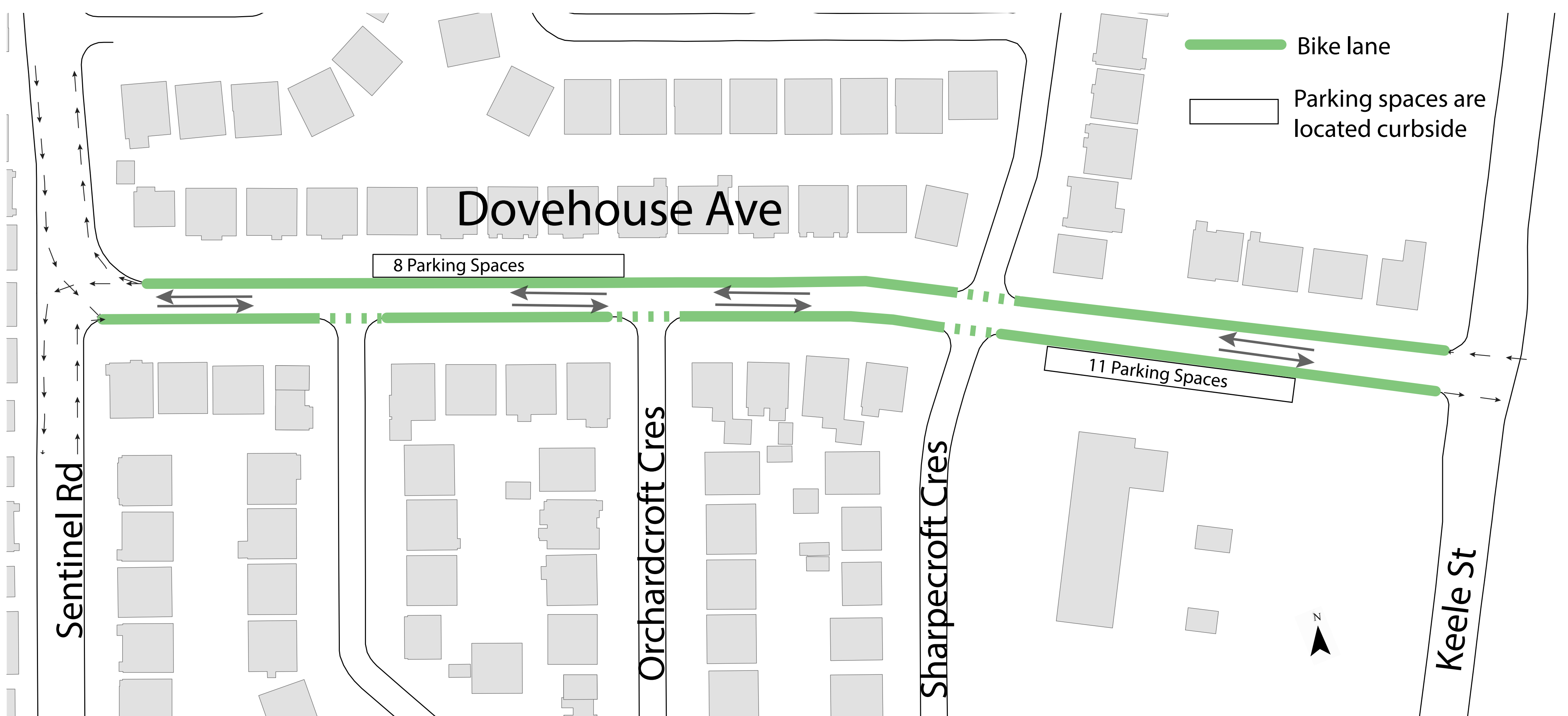
Dovehouse Avenue Existing Conditions



- Road Type: Local Street
- Length: 480m
- Speed Limit: 40 km/hr and 50km/hr
- One vehicle lane in each direction
- Road Width: 11.2m - 11.4m
- On-street Parking: 80 spaces available
- Parking Regulations:
 - No Parking 12am-8am, north side, between Keele Street and Sharpecroft Boulevard
 - No Parking anytime, south side, between Sentinel Road and half-way to Orchardcroft Crescent
- St. Jerome Catholic School pick-up and drop-off occurs on Sharpecroft Boulevard
- Waste collection: occurs at the curb
- Approximately 1000 vehicles per day



Dovehouse Avenue Proposed Changes



Dedicated bicycle facilities are proposed on Dovehouse Avenue in both directions to connect the Sentinel Road bike lanes with the William Baker Multi-Use Trail and to Downsview Park.

Recommended Design

- A dedicated bicycle lane added to both sides of the street
- Painted buffers added where space permits
- One vehicle lane in each direction maintained
- No change to driveway access or curbside waste collection
- On-street parking would remain on the north side between both legs of Orchardcroft Crescent, 8am-12am
- On-street parking allowed on the south side between Sharpecroft Boulevard and Keele Street, 4pm-12am Monday to Friday, and 8am-12am on weekends
- The speed limit set at 40km/h

Intention of the Proposed Design

- Balance the need for a dedicated cycling facility and connect existing routes while maintaining existing street functions
- Meet existing demand for on-street parking by maintaining 19 parking spaces
 - Parking surveys indicate that current on-street parking demand can be accommodated with the proposed spaces on Dovehouse Avenue
 - Additional on-street parking is available on adjacent streets: Sharpecroft Boulevard and Orchardcroft Crescent
- Wide roadway widths encourage speeding; narrowing vehicle lane widths has been shown to improve safety for all users

Sentinel Road Existing Conditions



- Road Type: Collector Street
- Length: 550m, between Dovehouse Avenue and Sheppard Avenue West
- Speed Limit: 50km/hr
- Traffic Lanes: One traffic lane in each direction
- Road Width: 8.7m - 17.2m
- No on-street parking
- TTC Service: 106 buses load at the curb
- Waste collection: occurs at the curb
- Approximately 6700 vehicles per day



Sentinel Road Proposed Changes

A mix of bicycle lanes and shared roadway markings (sharrows) are proposed in both directions between Dovehouse Avenue and Sheppard Avenue West.

These facilities would connect the existing Sentinel Road bike lanes (and proposed Dovehouse Avenue bike lanes), with the proposed Sheppard Avenue West boulevard connection.

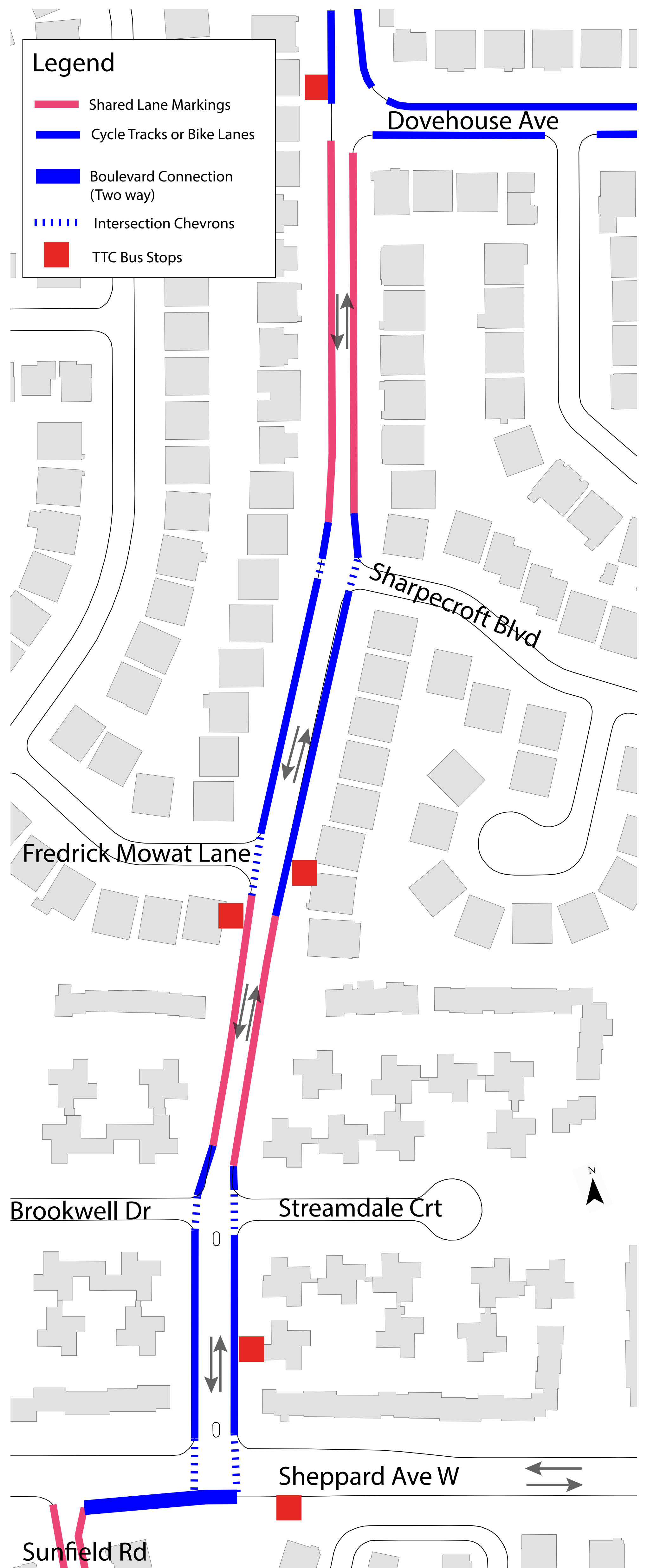
Cyclists could then connect to Downsview Park and the Black Creek Trail through the Sunfield Drive shared street route.

Recommended Design

- A dedicated bicycle lane, with painted buffers added to both sides where space permits
- Shared roadway markings are proposed where the curb-to-curb width is too narrow
- One vehicle lane in each direction would be maintained
- No change to curbside waste collection
- No change to transit service; however, the southbound bus stop at Sheppard Avenue West serving 106 bus customers would move 50m, to the south side of Sheppard Ave West

Intention of the Proposed Design

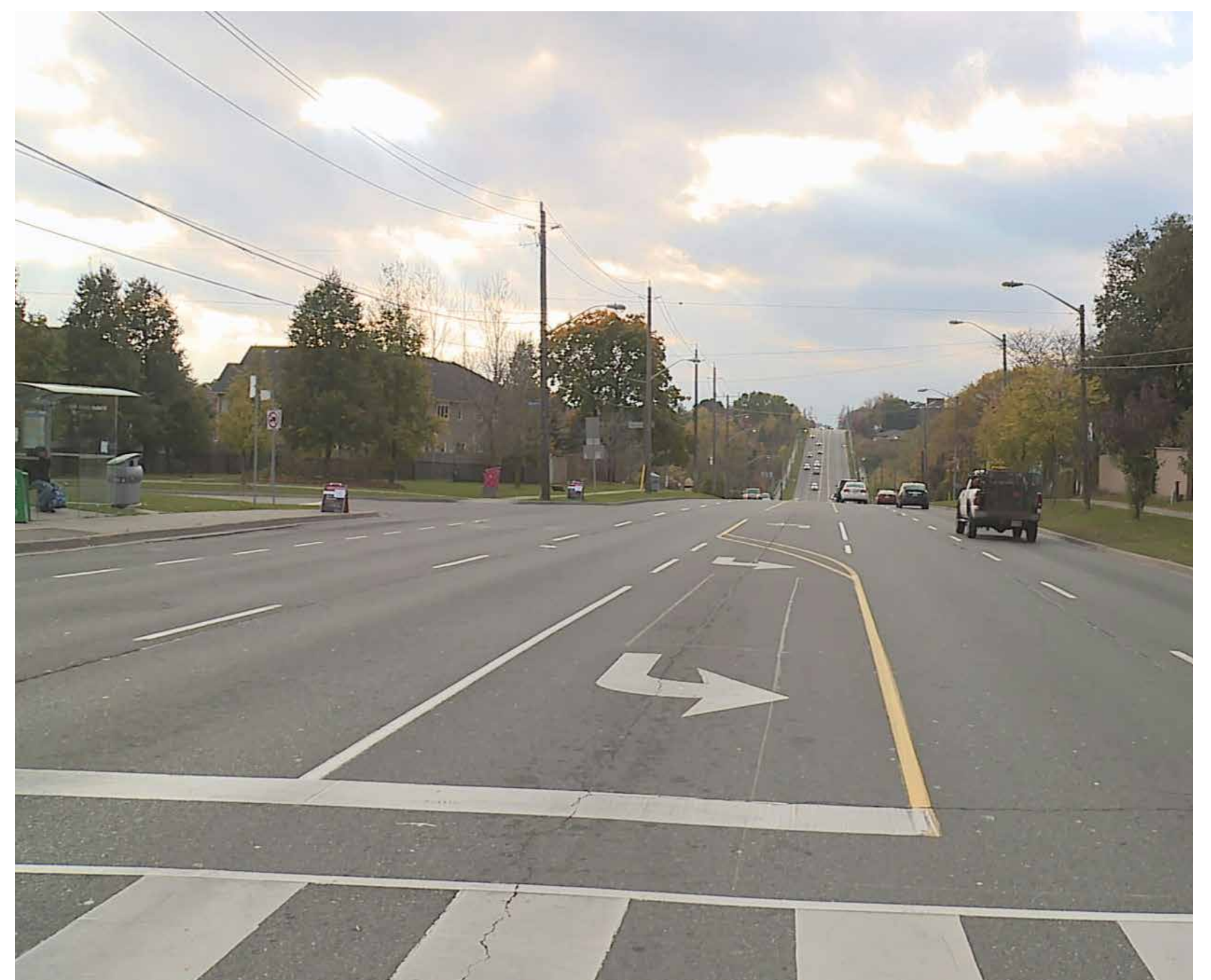
- Connect gaps in the cycling network
- Improve safety for all road users



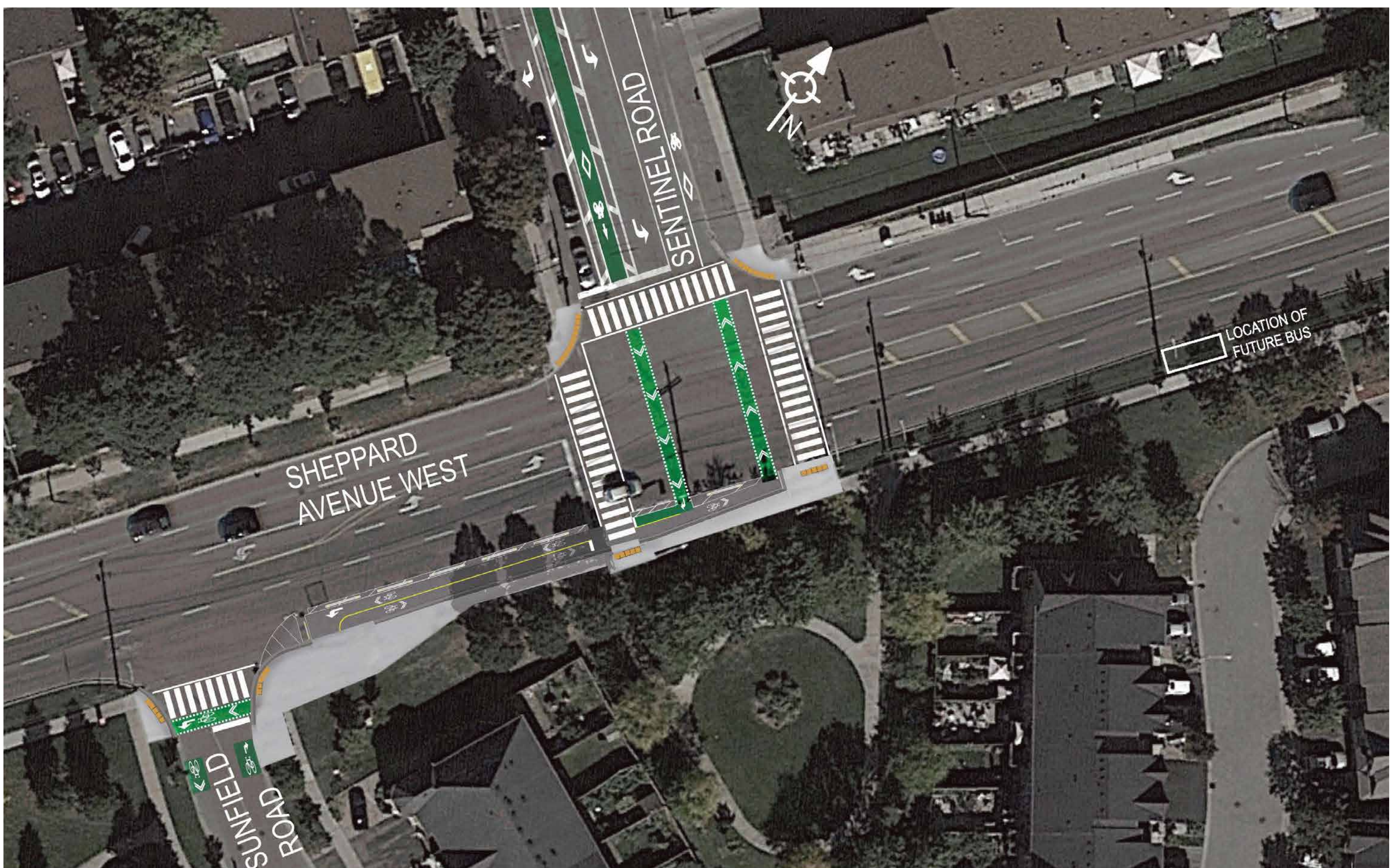
Sheppard Avenue West Existing Conditions



- Road Type: Major Arterial Street
- Length: 60m
- Speed Limit: 60km/hr
- Traffic Lanes: two in each direction and a left-hand turn lane
- No on-street parking
- TTC Service: 106 and 84 buses load at the curb
- Approximately 23,000 vehicles per day



Sheppard Avenue West Proposed Changes



A two-way boulevard connection is proposed for Sheppard Avenue West for 60m, to link the Sentinel Avenue bike lanes with the shared street route on Sunfield Drive.

Recommended Design

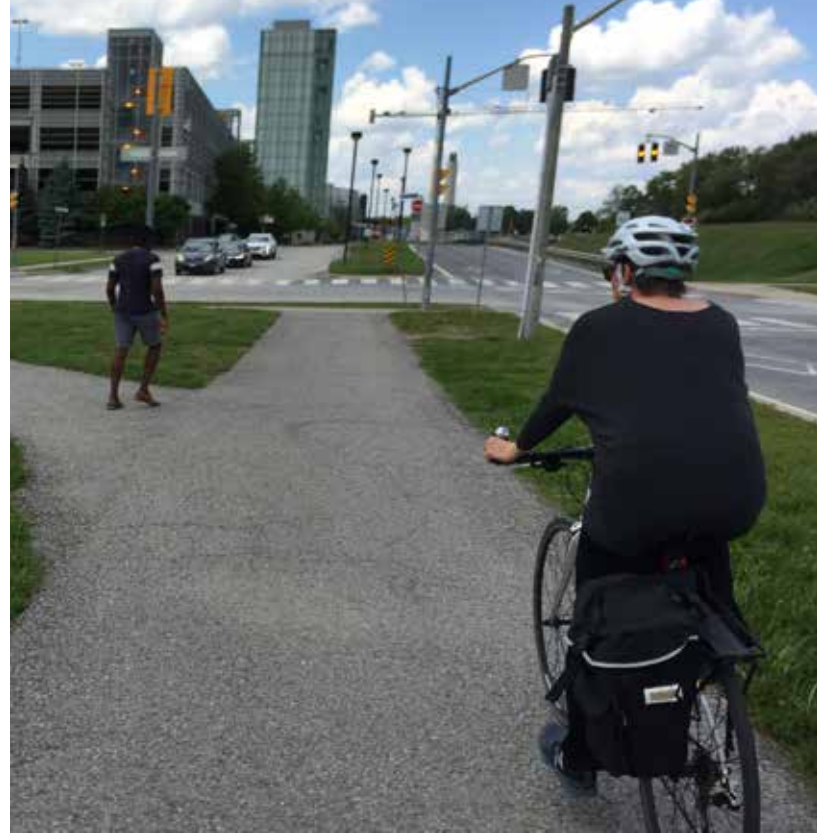
- A short protected cycling connection
- A concrete barrier between motorists and cyclists
- Maintain two vehicle lanes in each direction on Sheppard Avenue West and a left-turn lane onto Sentinel Road
- No change to transit service; however, the bus stop serving the eastbound 108B and 38 buses would move 80m eastward on Sheppard Avenue West

Intention of the Proposed Design

- Fill a gap in the cycling network
- Providing a protected cycling route at an offset intersection on a major route
- Provide space for cyclists to wait at the signal without encroaching on the sidewalk

Planned Trail Connections and Improvements

Trail Connections

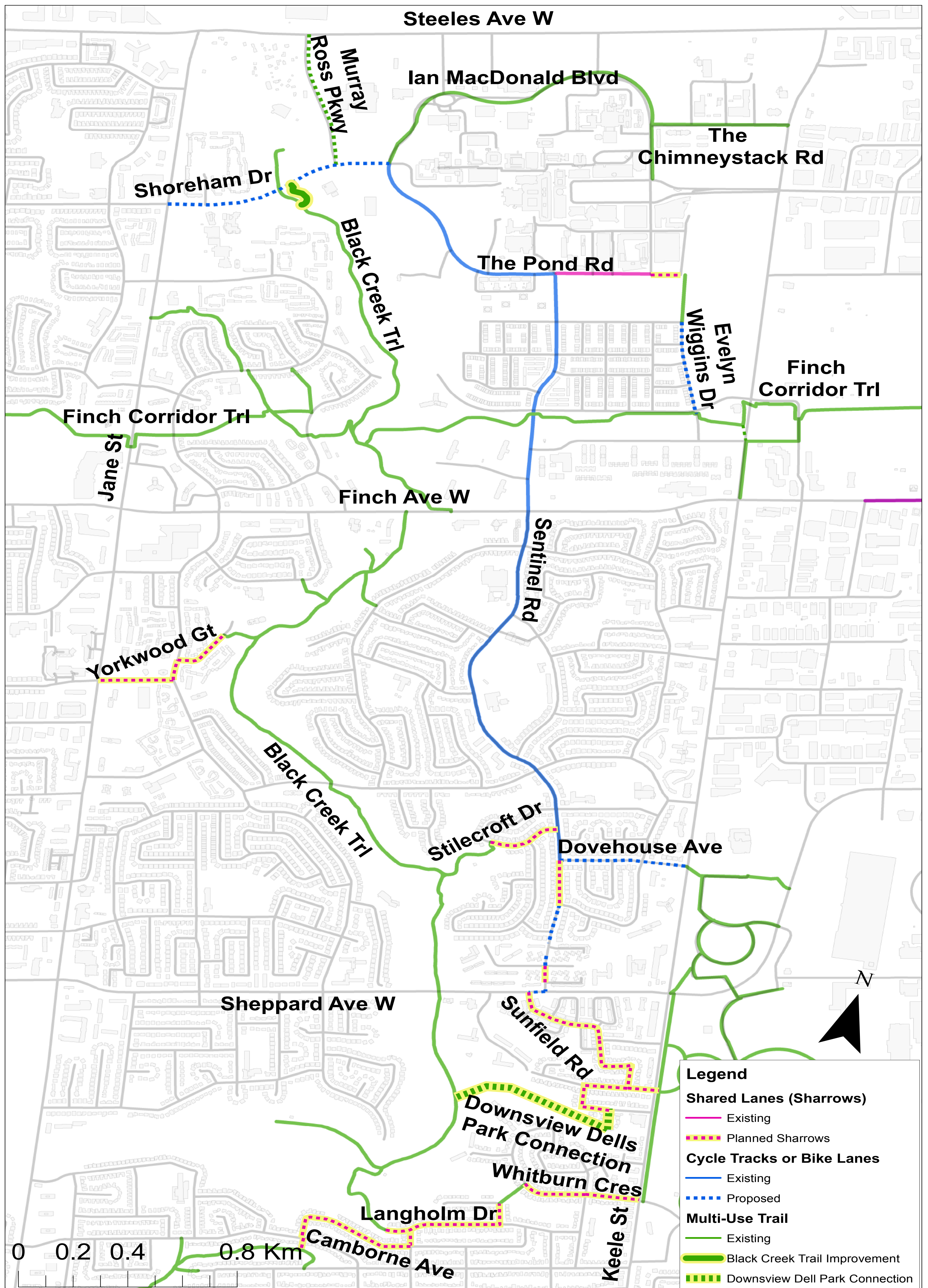


Improved trail connections for easier and safer access from Shoreham Drive to the Black Creek Trail, and from Keele Street to Downsview Dells Park. These would be for cyclists, pedestrians and other permitted multi-use trail users.

Shared Lanes



Shared lanes ("sharrows"), are typically used on quiet routes, such as residential streets. Sharrows help cyclists navigate to other cycling routes and trails and are placed away from parked cars to prevent "dooring". Sharrows have no impact to on-street parking or driveway access.



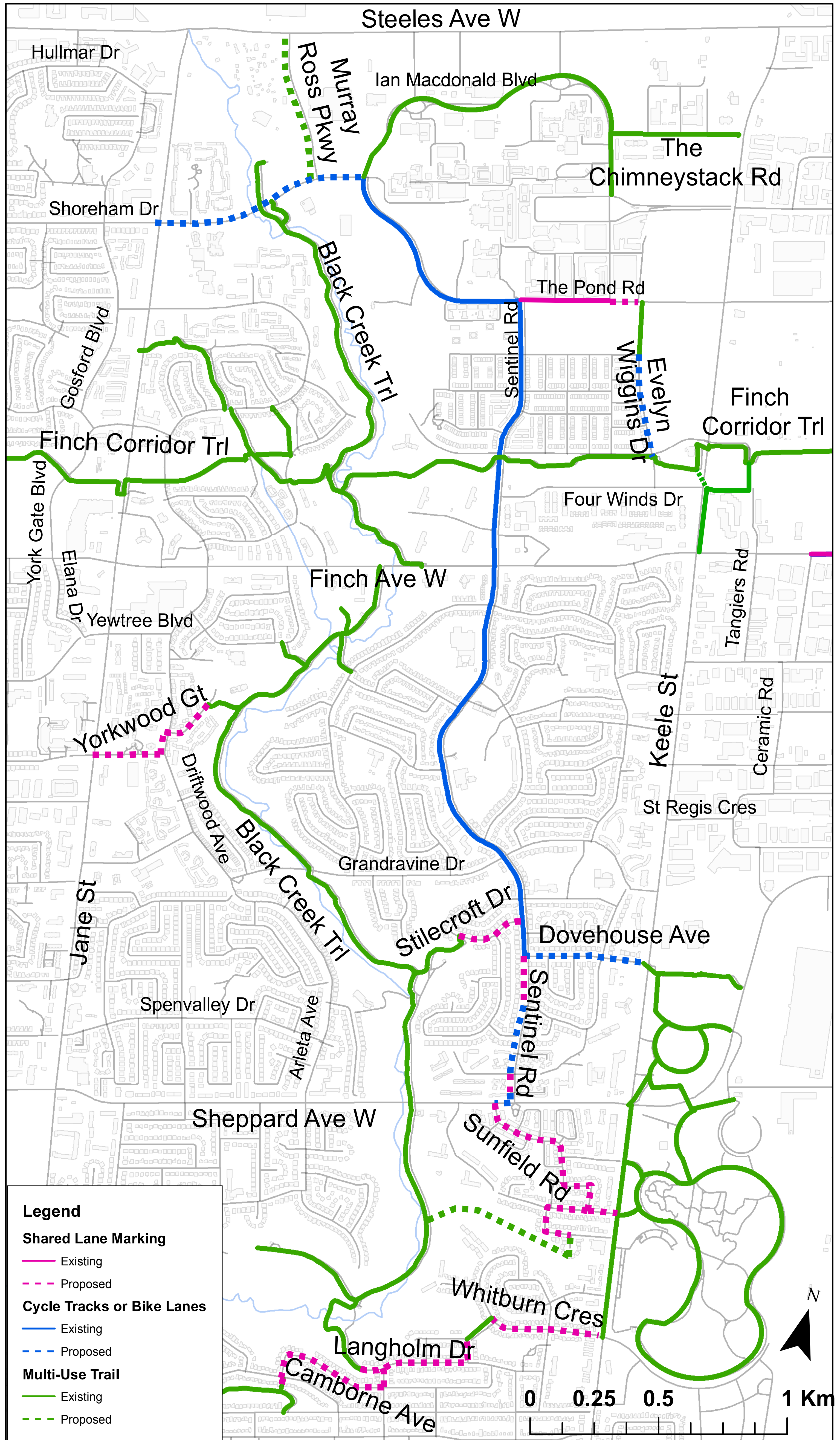
Where do you need bike parking?

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

- Bike parking is needed where I visit for 2hr or less.



- Bike parking is needed for longer stays.



Next Steps

Study existing conditions, cycling counts, develop designs

We are here

**February 27-March 1, 2018
Public Events**

**March 13, 2018
Comment Period Closes**

**April 2018
Report back on public feedback received**

**June 2018
Report to Public Works & Infrastructure Committee**

**June 2018
Consideration by Council**

**2018 - 2019
Installation of new Cycling Facilities**

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

BIKE YorkU Downsview

Have Your Say!

Submit comments,
ask questions,
take the online survey by
March 13, 2018

www.toronto.ca/yorkudownsview

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