

Welcome

Proposed Extension of Argyle Bikeway & Changes to Local Traffic on Nearby Streets

April 23, 2019



Purpose of Tonight's Meeting

- Present the proposed bikeway plan for Argyle Street from Ossington Avenue to Shaw Street
- Share proposed street reversals and turning restrictions
- Speak directly with City staff to discuss your questions and comments



Some cyclists already choose to cycle westbound on Argyle St., even though it is not legally permitted.

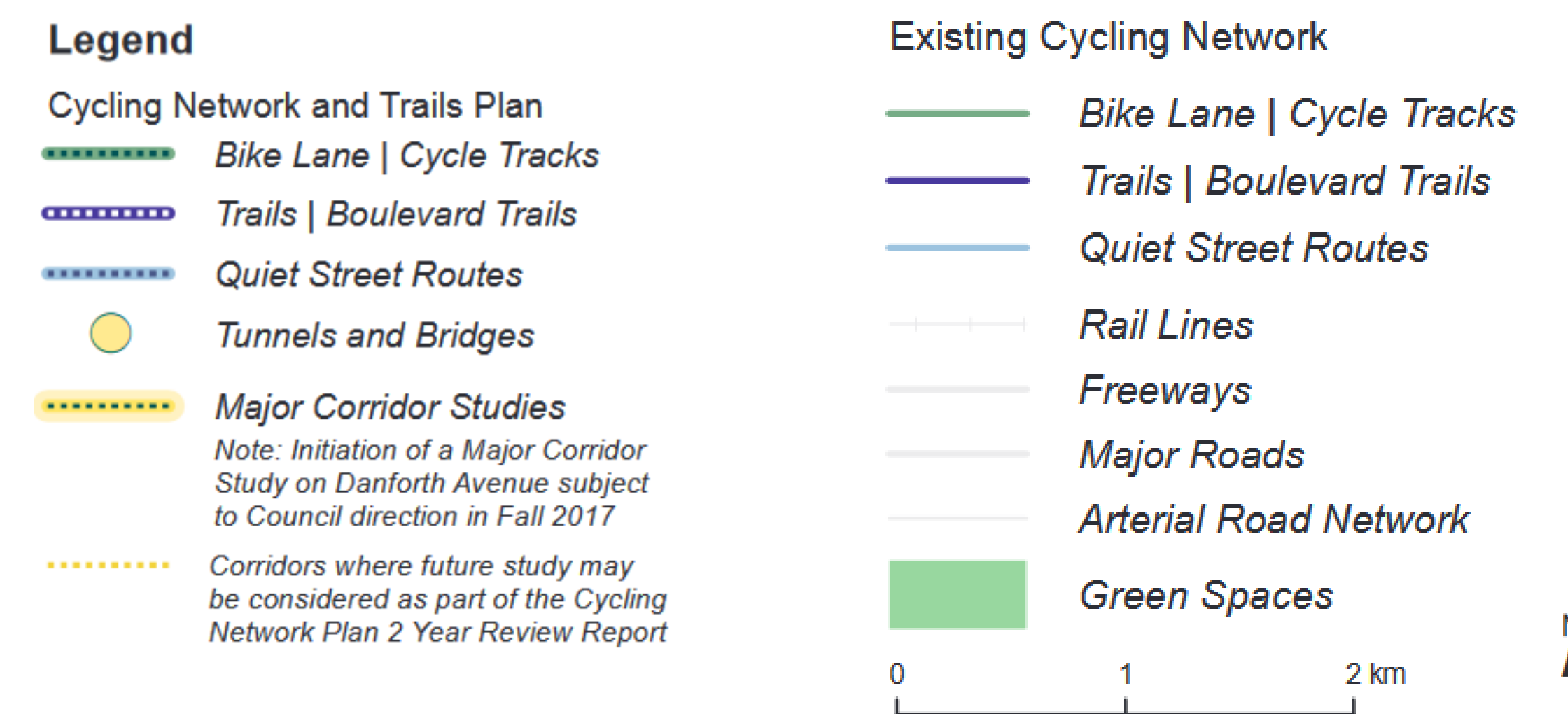


Background

- In 2015, City installed contra-flow bike lanes on Argyle Street between Gladstone Avenue and Ossington Avenue
- A 200-metre-long gap remains on Argyle Street from Ossington Avenue to Shaw Street
- Most of Argyle Street is 7.2 metres wide
- The section of Argyle Street from Ossington Avenue to Givins Street is only 6.0 metres wide, which is too narrow to install a contra-flow lane and shared travel lane without impacting on-street parking
- **Vision Zero Road Safety:** This project would improve safety for all road users including pedestrians, cyclists and drivers through traffic calming and improvements to pedestrian crossings.



Excerpt from Ten Year Cycling Network Plan



Project Goals

1. “Fill in” the gap on Argyle Street and connect with the local cycling network
2. Provide legal two-way cycling on Argyle Street
3. Minimize impacts to on-street parking
4. Maintain motor vehicle access in and out of the neighbourhood
5. Reduce motor vehicle infiltration to make the street safer and more comfortable for walking and cycling



Photo of Argyle St. facing west toward Ossington Ave. The proposed changes to Argyle St. would allow cyclists to travel legally in both directions.

Shared Travel Lane & Contra-flow

Shared Travel Lane

Shared travel lanes on Argyle Street will be marked with shared lane markings, also called "sharrows". Sharrows are installed to clearly identify where cyclists should ride in regular traffic lanes and to remind drivers to share the road.

When a cyclist is traveling in the same direction that motor vehicles travel, the cyclist shares the lane with motor vehicles.



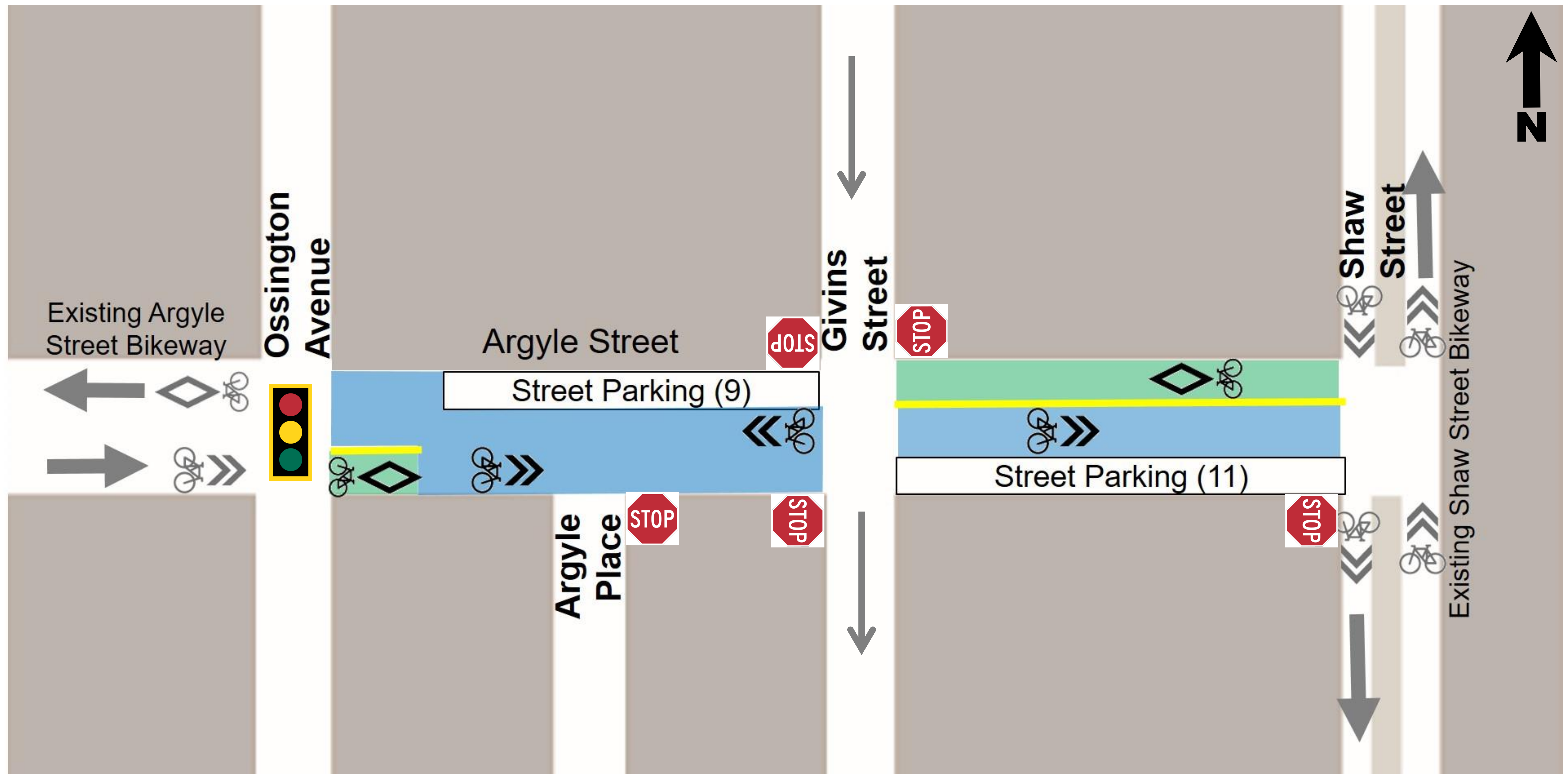
Contra-flow Lane

When a contra-flow bicycle lane is installed on a one-way street, the street becomes two-way for bicycles, but remains one-way for motor vehicles. To travel in the opposite direction of motor vehicles, cyclists use the contra-flow bicycle lane.

A contra-flow lane was installed on portions of Argyle Street west of Ossington Avenue in 2015.



Preferred Argyle Bikeway Proposal



Key:  Contra-flow Bike Lane  Shared Travel Lane

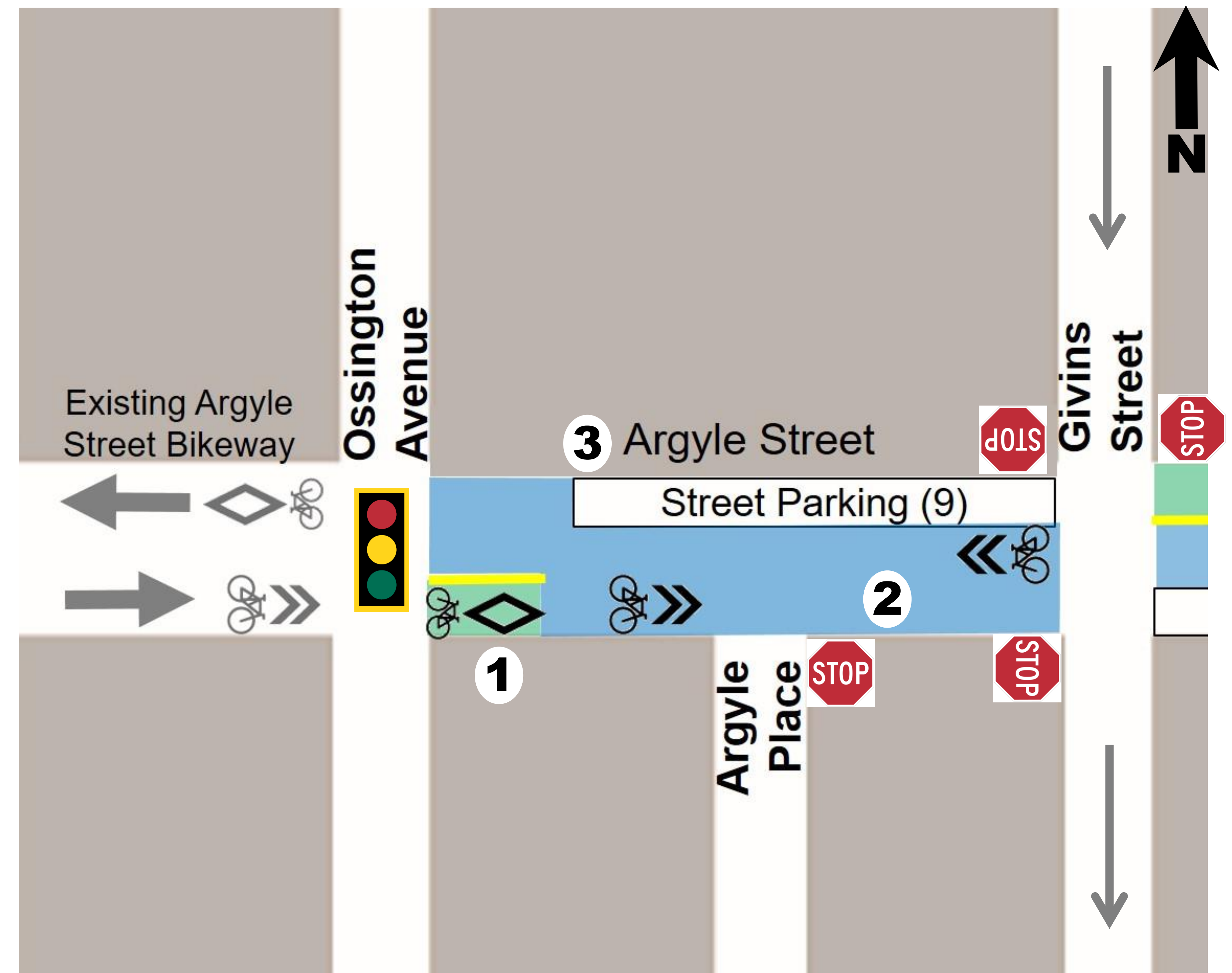
Maps are not to scale, for illustration purposes.

Argyle Bikeway: Ossington Avenue to Givins Street

1. **Eastbound contra-flow** bike lane for cyclists only for 15 metres, which becomes a **shared travel lane** for cyclists and motor vehicles
2. **Westbound shared travel lane** for cyclists and motor vehicles
3. **Street parking for 9 motor vehicles**
 - Properties with driveways on Argyle Street between Ossington Avenue and Givins Street may turn in both the eastbound and westbound directions onto Argyle

Rationale

- The proposed concept would convert Argyle Street between the Contra-flow and Givins Street to two-way.
- On a two-way street, cars must park on the right-hand side.
- To keep the parking on the north side of the street, motor vehicles must be able to travel westbound into and out of the block.



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Key:



Contra-flow Bike Lane



Shared Travel Lane

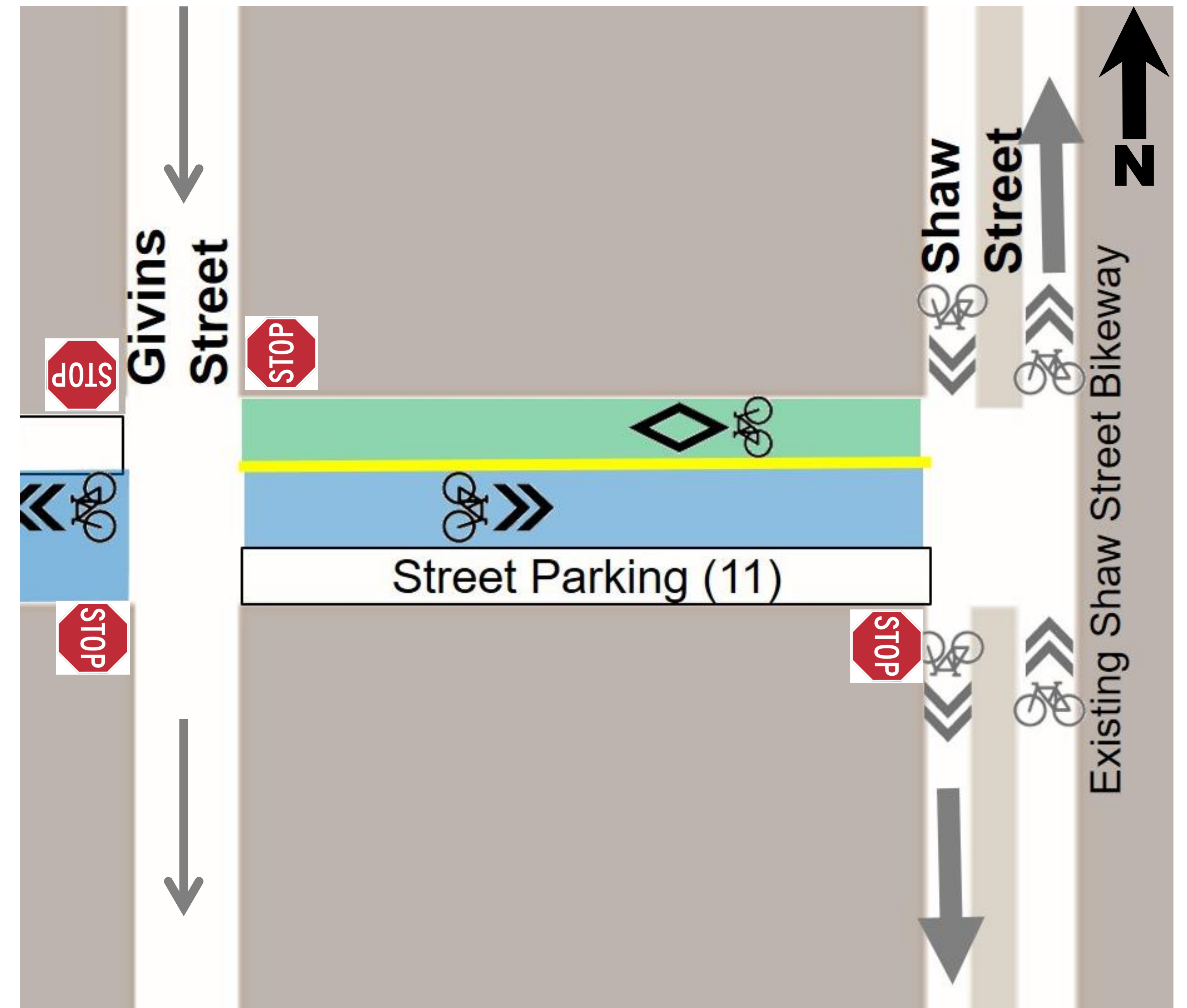


Argyle Bikeway: Givins Street to Shaw Street

- A **westbound contra-flow** lane for cyclists only
- An **eastbound shared travel lane** for both cyclists and motor vehicles
- Street parking for 11 motor vehicles

Key:

	Contra-flow Bike Lane
	Shared Travel Lane



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Proposed Street Reversals

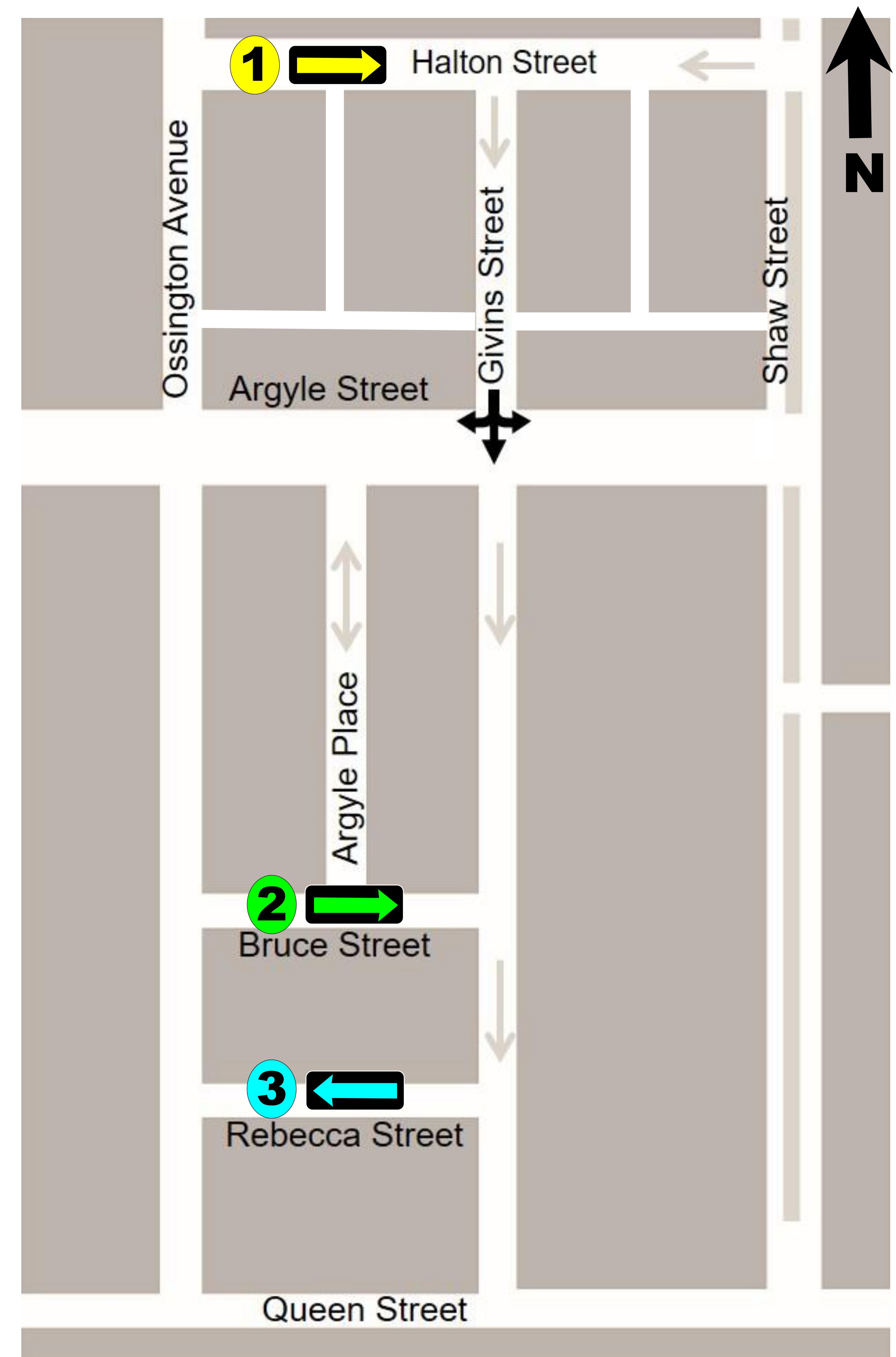
Reversing street directions would maintain motor vehicle access in and out of the neighbourhood.

Streets to be reversed/changed:

1. **Halton Street (Ossington Avenue to Givins Street)** would change to eastbound to provide access to residents of Argyle Street and Givins Street from Ossington Avenue with a stop sign at Givins Street.
2. **Bruce Street** would change to eastbound to provide direct access from Ossington Avenue to Argyle Place
3. **Rebecca Street** would change to westbound to accommodate the reversal of Bruce Street

The following streets would remain unchanged:

- Halton Street (Givins Street to Shaw Street)
- Givins Street
- Argyle Place



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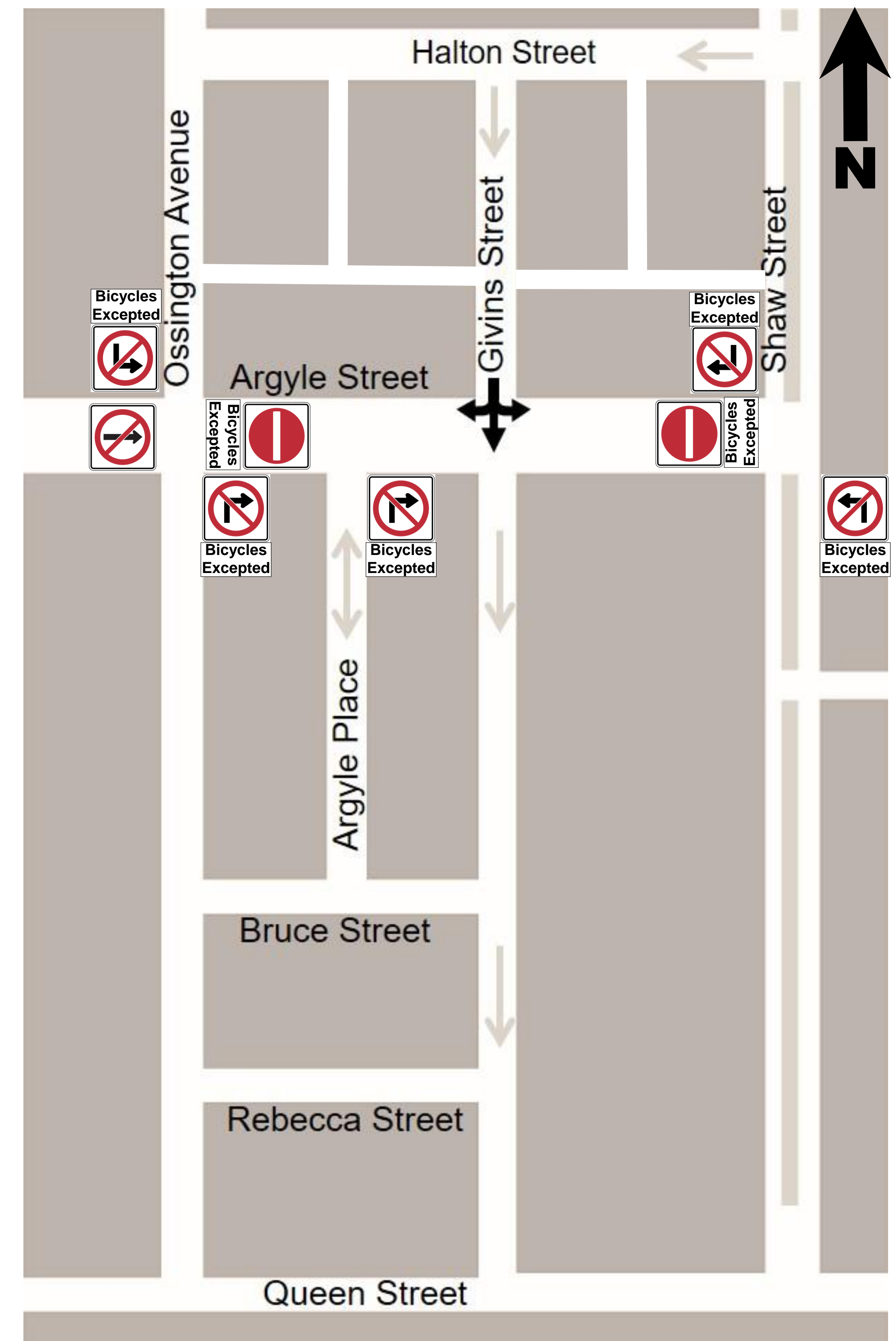
Proposed Turn Restrictions

Traffic volumes on Argyle Street would be expected to decrease if these restrictions are implemented

Turning Restrictions at the following Argyle Street intersections:

- **Ossington Avenue:** “No Turn (Bicycles Excepted)” signs would reinforce the contra-flow lanes
- **Shaw Street:** “Bicycles Excepted” signs would be added to the existing turn restriction
- **Argyle Place:** “No Right Turn (Bicycles Excepted)” sign would be installed at Argyle Place to minimize eastbound traffic

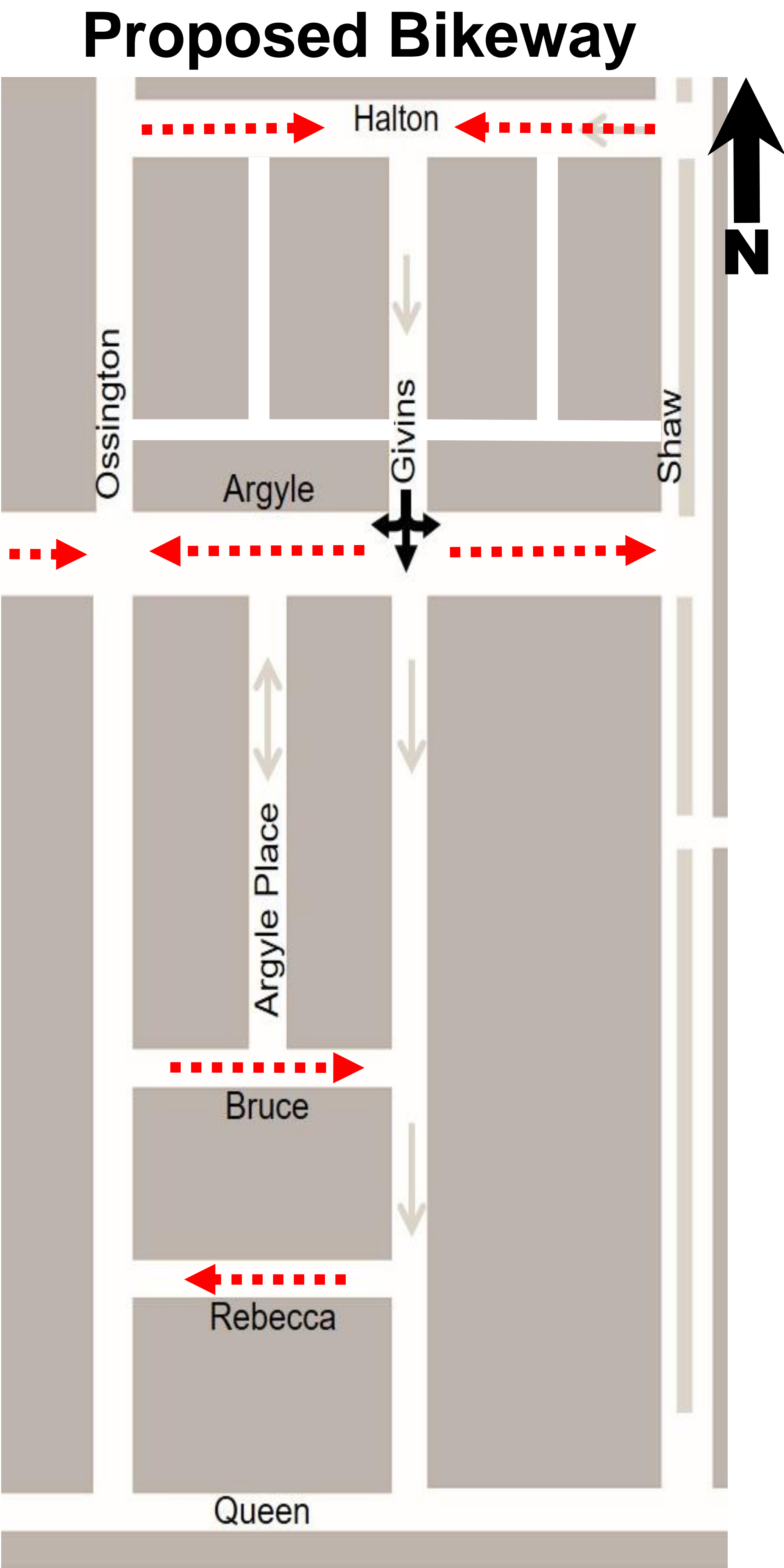
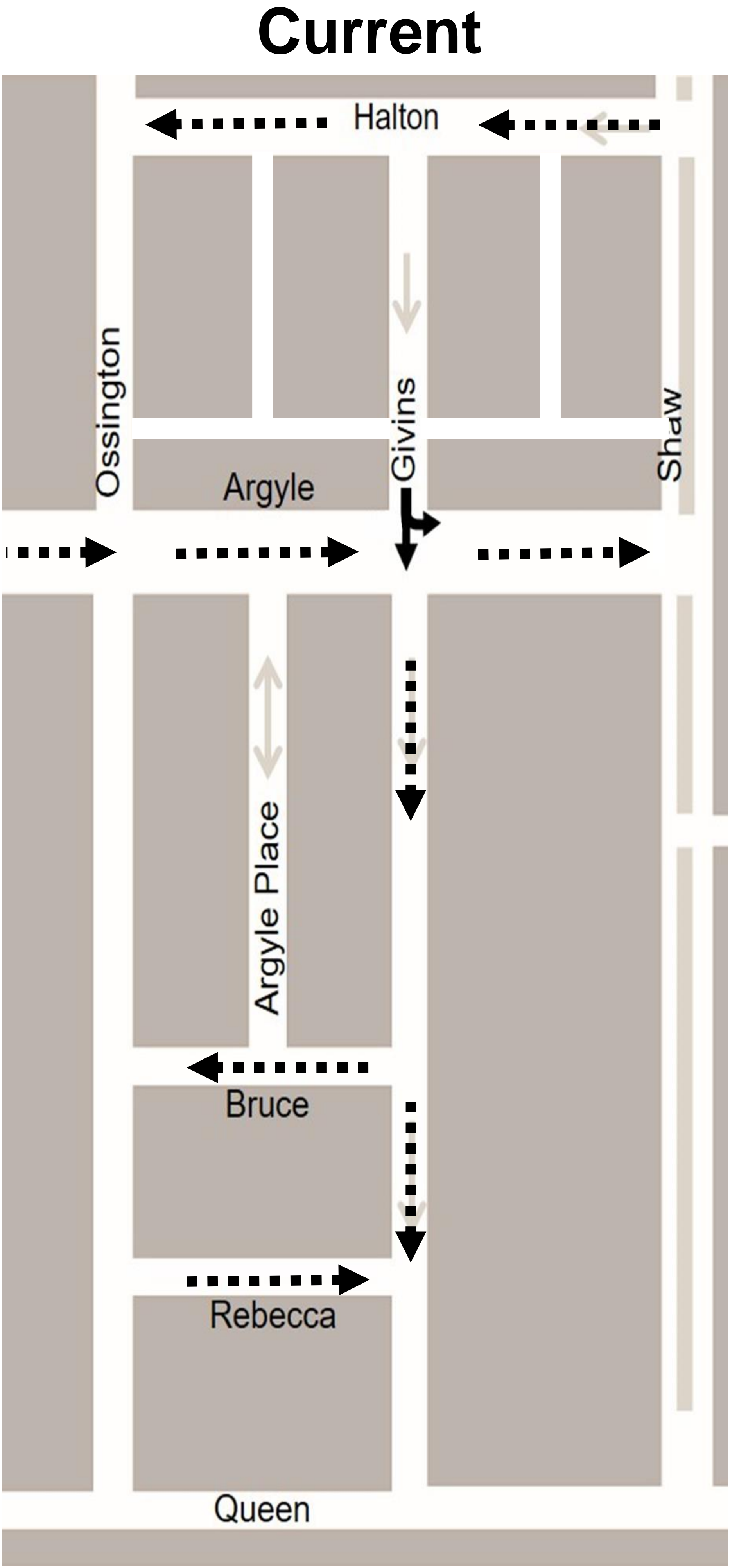
Exemptions on Argyle Street from Ossington Avenue to Givins Street: Properties with driveways may turn in both the eastbound and westbound directions



Maps are not to scale, for illustration purposes.



Where could motor vehicle traffic go with the preferred option?



Maps are not to scale, for illustration purposes.



Street Parking

No loss of street parking spots is proposed

Between Givins St. and Shaw St., street parking would be moved to south side

1. Street parking shift to south side



Looking east from Givins Street

Between Ossington Ave. and Givins St., street parking would stay on north side

2. Parked cars will face west



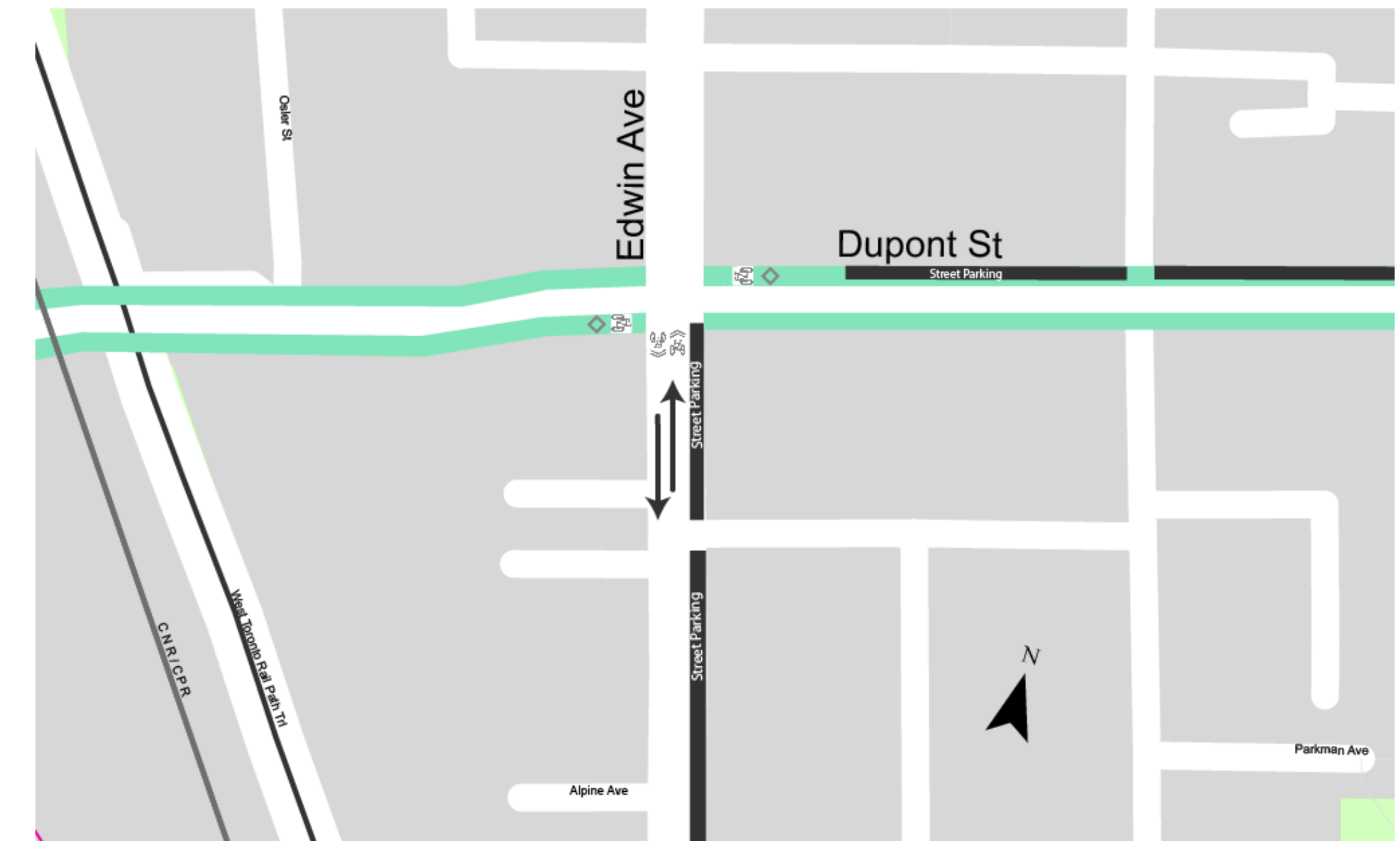
Looking west from Givins Street

To access street parking, drivers would need to use Givins St. from Halton St. and then,

- Turn right/westbound to park between Ossington Ave. and Givins St. (north side of street)
- Turn left/eastbound to park between Givins St. and Shaw St. (south side of street)

Other Examples: Edwin Avenue south of Dupont Street

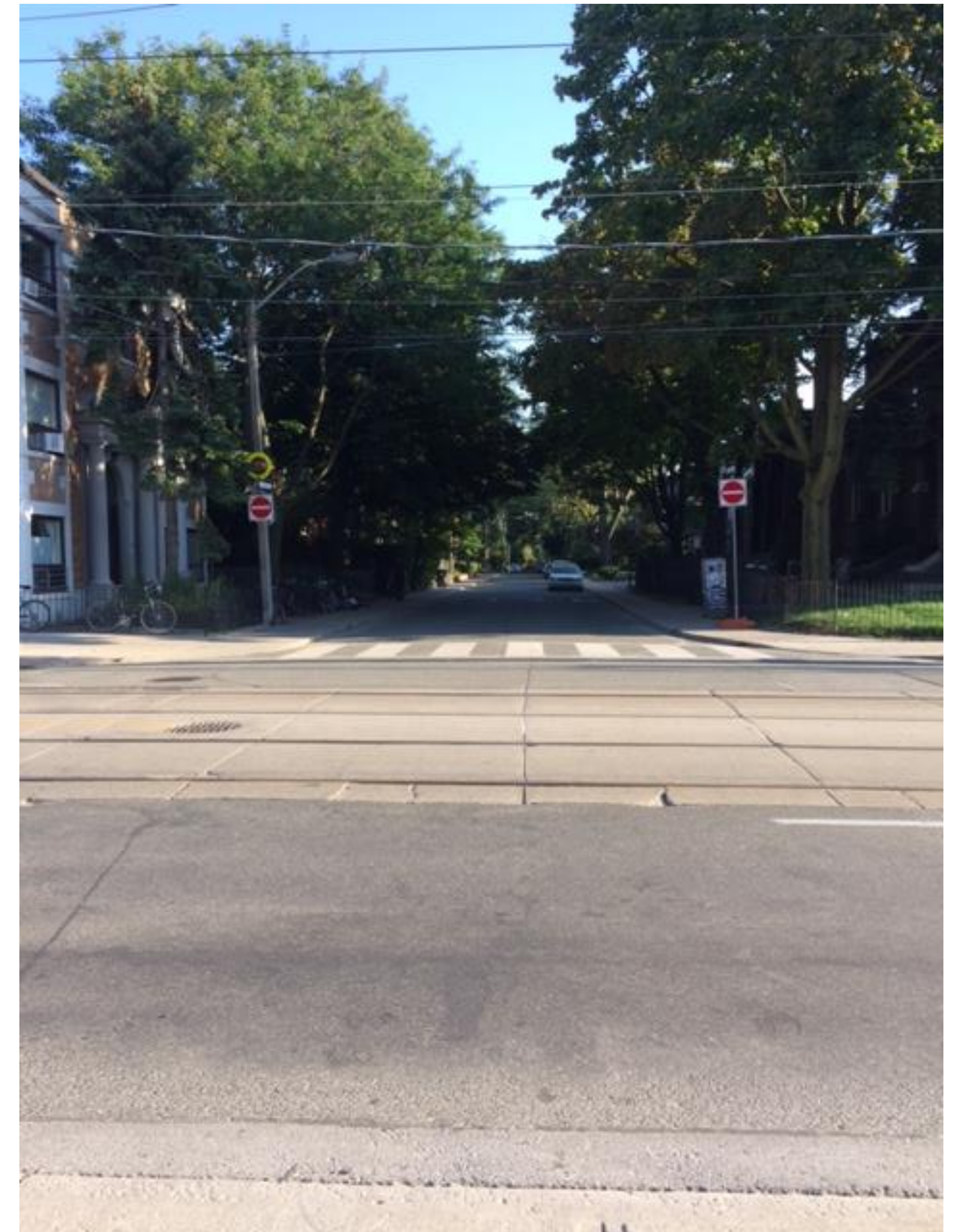
- **Relevance to Argyle Street Bikeway:** 6.0 metre road width of Edwin Avenue is too narrow to allow on-street parking and a contra-flow bike lane
- Neighbourhood bikeway connection to Dupont Street bike lanes and West Toronto Railpath
- Edwin is legally a two-way street, but with turn restrictions at Dupont to prevent motor vehicles from entering at one end
 - Motor vehicles from midblock driveways can turn both ways
 - Street parking on Edwin Avenue was maintained
- **Peak hour motor vehicle traffic volume:** 70 (half of existing Argyle Street volume)
- **Collision history (2013-2017):** 0 involving cyclists, 0 head-ons, 2 sideswipes. No pedestrian collisions.



Edwin Ave. looking south at Dupont St.

Other Examples: Dowling Avenue & Beaty Avenue

- **Relevance to Argyle Street Bikeway:**
Dowling Avenue and Beaty Avenue are both one-way streets that had their directions reversed in 2018 between Queen Street and King Street to facilitate cycling in both directions without a loss of on-street parking spaces
- Shared travel lane / sharrows were installed to reinforce the cycling route
- The Dowling Avenue and Beaty Avenue cycling route connects the West Toronto Railpath to the Waterfront Trail

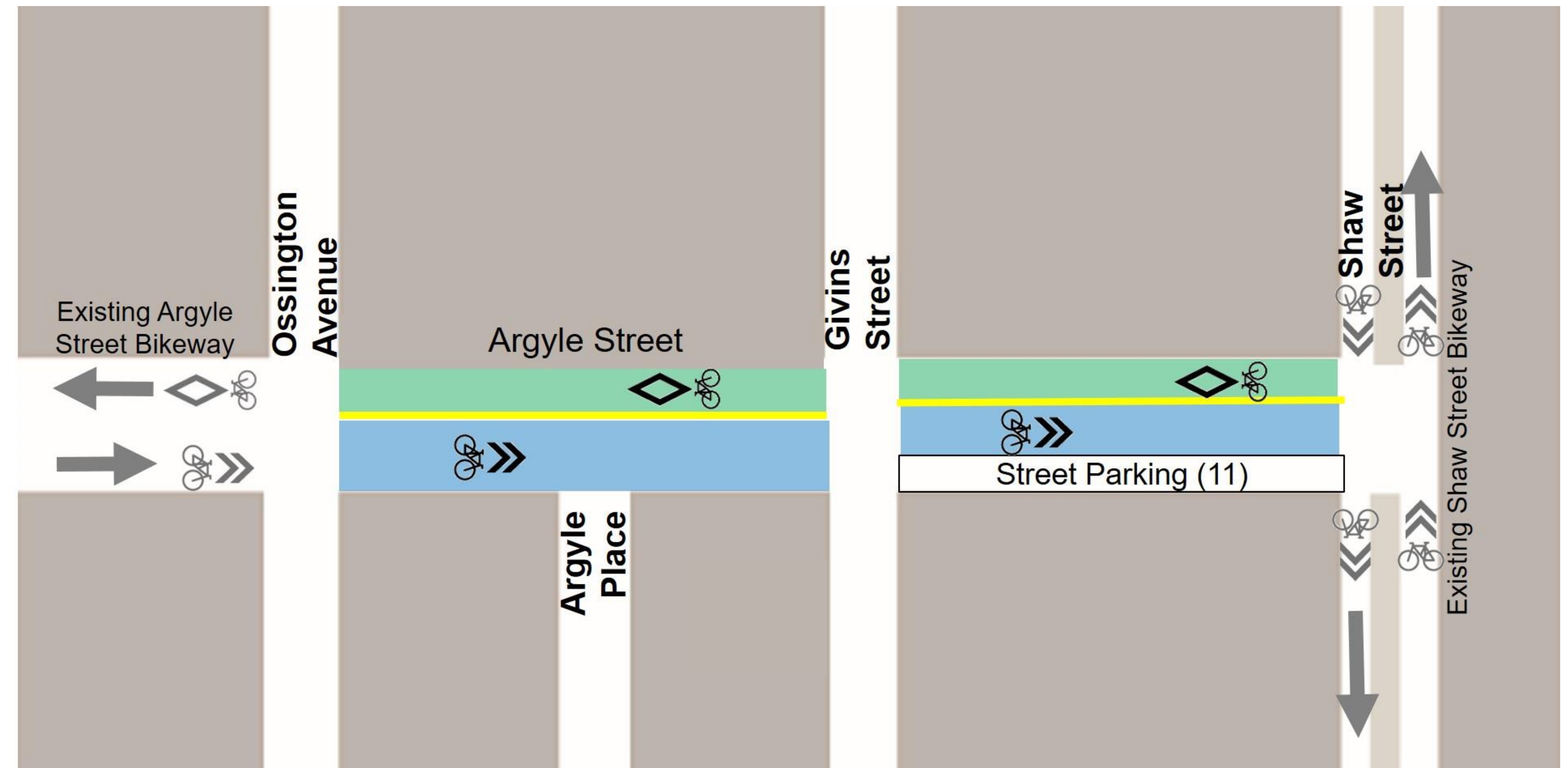


Beaty Ave. looking south from Queen St.
after direction reversal

Alternate Option #1: Removes 9 parking spaces

spaces

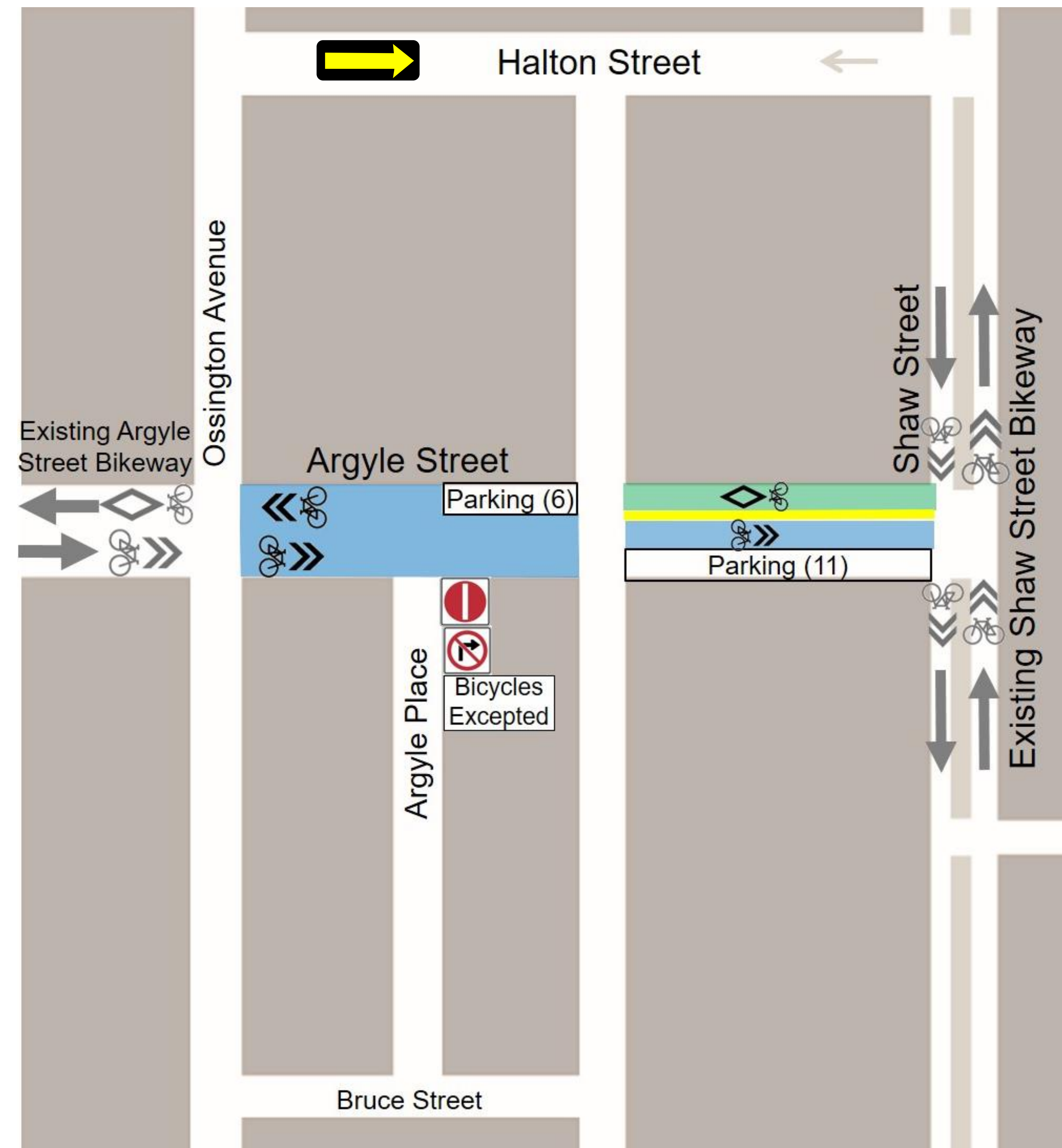
- **Argyle Bikeway Configuration:** Provide the same that currently exists west of Ossington Avenue
 - Westbound contra-flow
 - Eastbound shared travel lane
- **On-street parking impacts:**
 - Removal of 9 street parking spaces
- **Traffic impacts on Argyle Street:**
 - No westbound motor vehicle traffic
 - Maintains eastbound motor vehicle traffic



- **Traffic restrictions:**
 - “No Right Turns (bicycles excepted)” at Givins Street and Shaw Street
 - “No Left Turns (bicycles excepted)” at Argyle Place
- No Street Reversals** of Halton Street, Bruce Street or Rebecca Street

Alternate Option #2: Removes 3 parking spaces

- **Argyle Bikeway Configuration:**
 - Ossington Avenue to Givins Street: Shared travel lanes in both directions
 - Givins Street to Shaw Street: Westbound contra-flow and Eastbound shared travel lane
- **On-Street parking impacts:**
 - Removal of 3 street parking spaces between Ossington Avenue and Givins Street
- **Traffic impacts on Argyle Street:**
 - No eastbound turns from Argyle Place
 - Halton Street reversed to eastbound to provide access to on-street parking west of Givins Street
 - Eastbound through traffic on Argyle Street would not be permitted past Argyle Place.
- **Traffic impacts: Street Reversal on Halton Street (Ossington Avenue to Givins Street)**



Reviewing 3 Bikeway Proposals

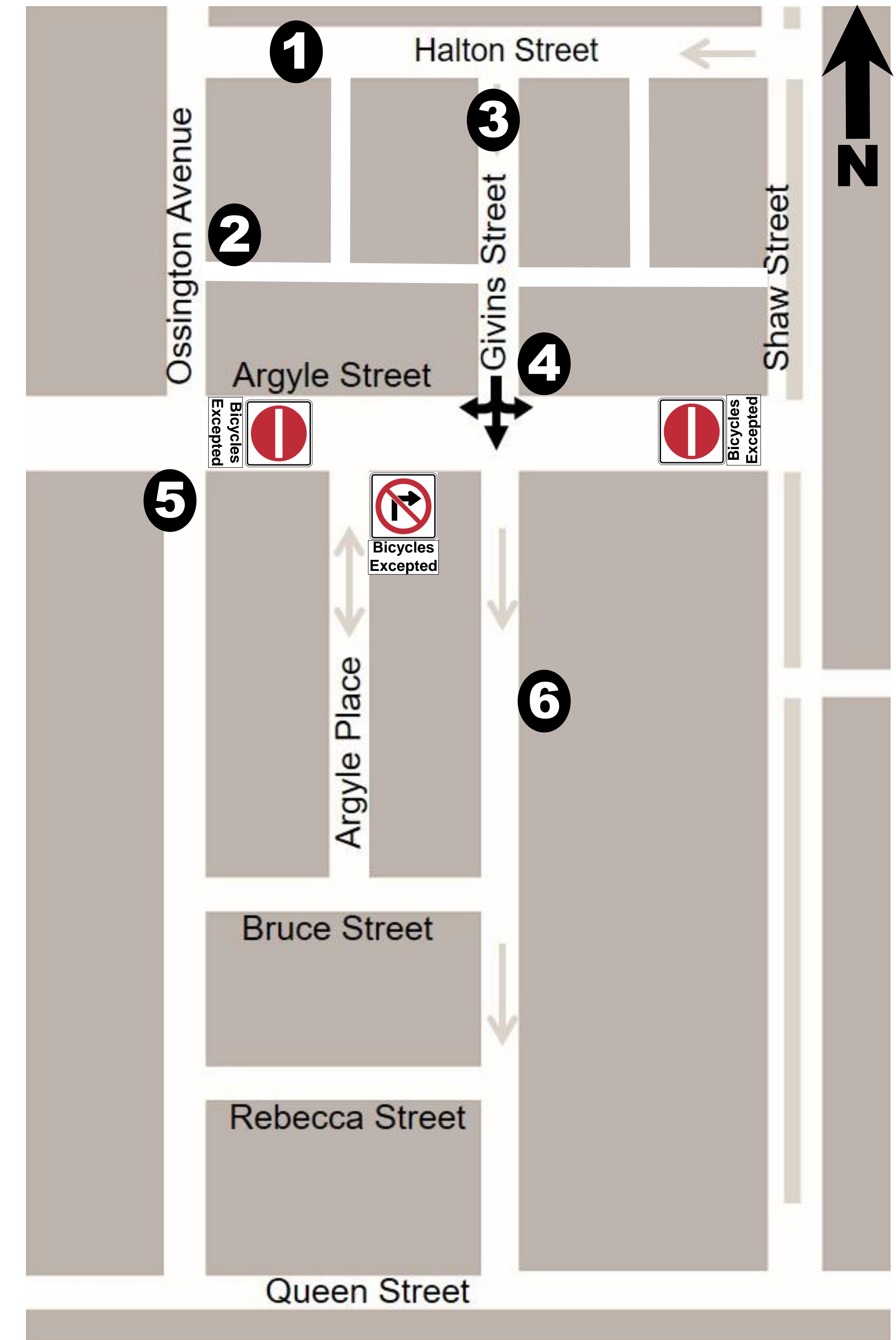
<u>Main Objectives</u>	Preferred Argyle Bikeway Proposal	Alternate Option #1	Alternate Option #2
1.Provide legal two-way cycling on Argyle between Ossington and Shaw	Yes	Yes	Yes
2.Maintain motor vehicle access in/out of neighbourhood to Ossington	Yes	Yes	Yes
<u>Additional Considerations</u>			
3.Minimize impacts to on-street parking	No loss	Loss of 9 spaces	Loss of 3 spaces
4.Reduce motor vehicle traffic on Argyle	Yes	No	Yes, between Argyle Pl and Givins
	Preferred	Not Preferred	Not Preferred

Monitoring & Potential Adjustments

Once all construction is complete and traffic patterns have stabilized, the city will monitor the corridor to determine if any additional mitigation is required. These measures could include further adjustment of traffic signal timing, adjustments to turn restrictions or other appropriate measures.

1. Instead of Halton Street Reversal (Ossington Avenue to Givins Street) the following options will be considered:

- Time of day turning restrictions on Ossington Avenue at Halton Street
 - Converting Halton Street to two-way (both directions) from Ossington Avenue to Givins Street
 - Keeping Halton Street as westbound only (no change to existing direction)
 - Stop signs at Halton Street and Givins Street
- ## 2. Turning Restrictions at Laneways:
- to prohibit infiltration or use as short-cut or detours
- ## 3. Traffic Calming:
- such as speed humps, “watch your speed” boards
- ## 4. Additional Turning Restrictions:
- to prohibit infiltration during peak rush hours
- ## 5. Changes to Signal Timing to improve traffic flow
- ## 6. Modification of School drop-off zone
- on Givins to improve access from Ossington Avenue via Bruce Street



Maps are not to scale, for illustration purposes.



Next Steps

- April/May 2019: Receive, review and publish summary of community feedback to share with neighbours
- June/July 2019: Report to Infrastructure and Environment Committee and City Council
 - Opportunity for deputations
- If changes are approved, installation of signal heads, signs and pavement markings is planned for 2020
- Advance notification will be issued to community prior to installation

Contact Us

Submit your comments and questions by Friday May 3, 2019 to:

Email: kate.kusiak@toronto.ca

Phone: 416-392-1932

Fax: 416-392-2974

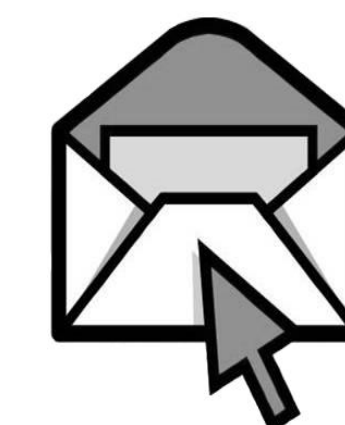
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Please sign up with your email to receive project updates and timelines

www.toronto.ca/argyle

