

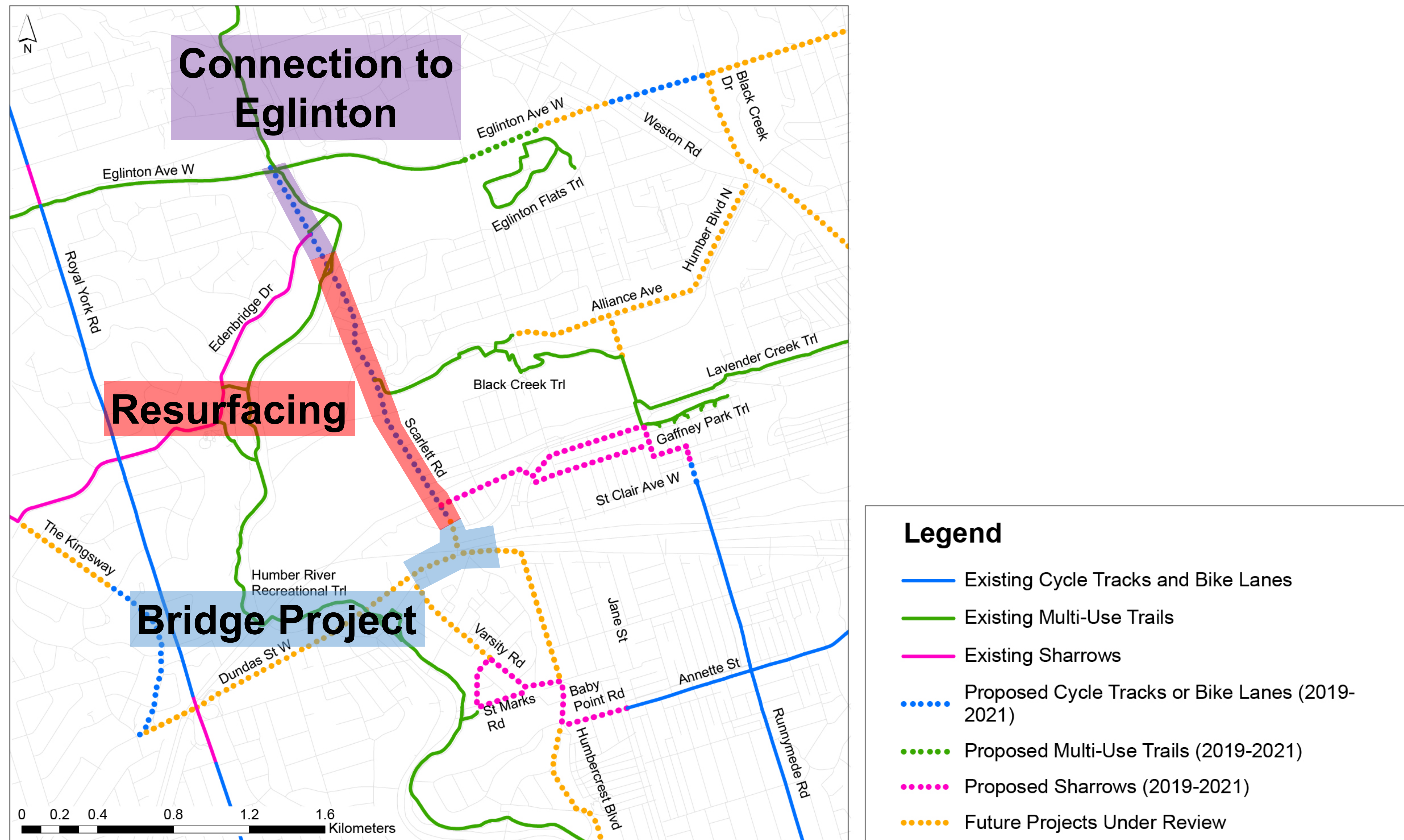


Welcome

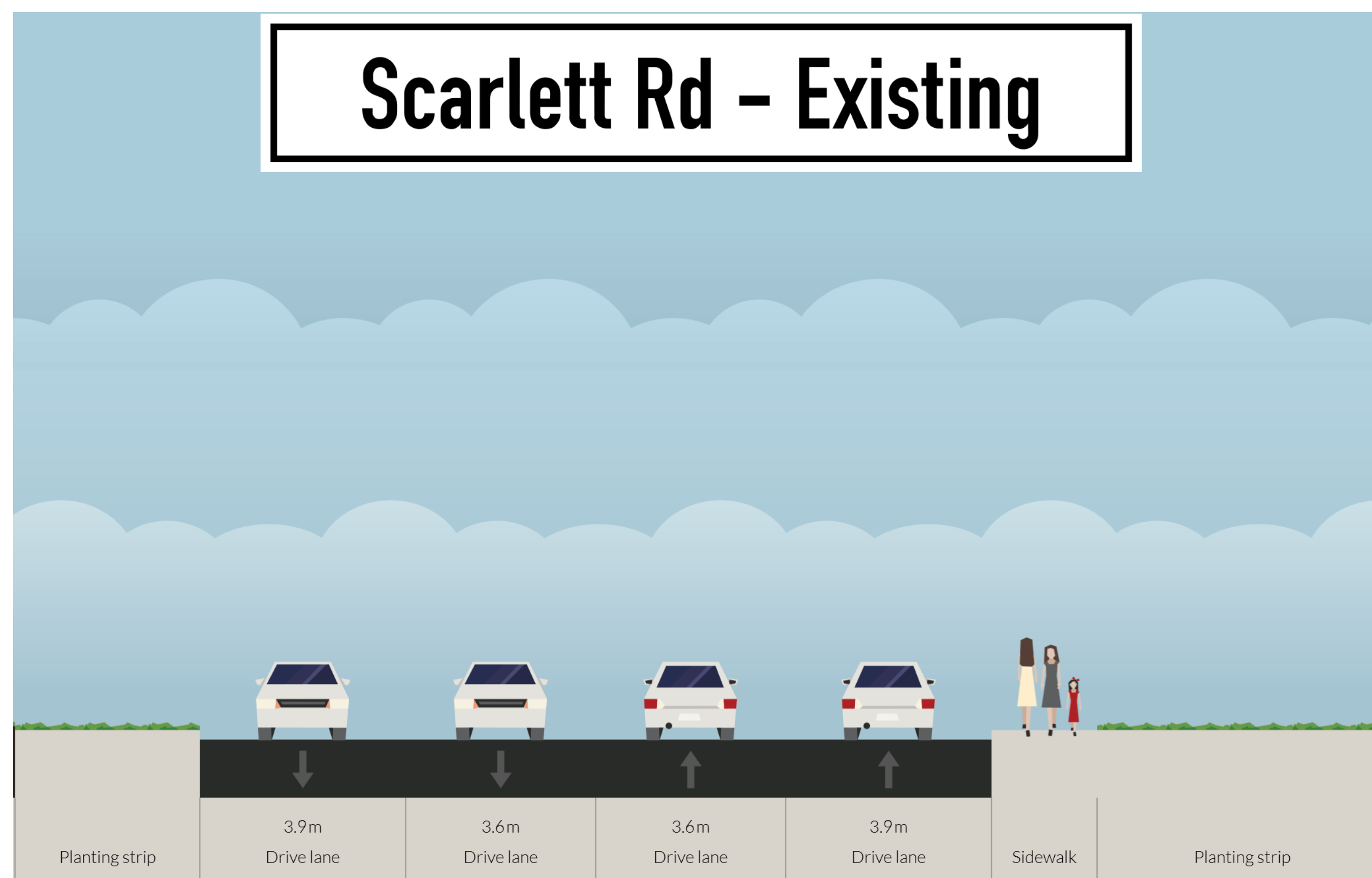
Proposed Bike Lanes on Scarlett Road

April 29, 2019

Scarlett Road Bike Lanes and Cycling Network in Surrounding Area

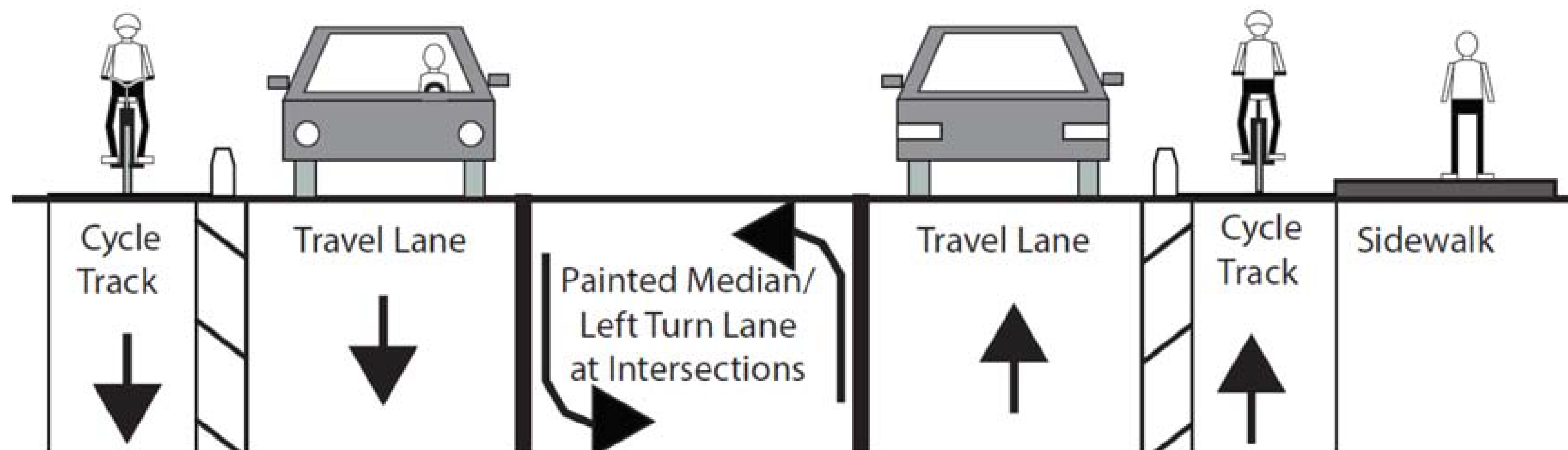


Existing Cross Section



- Typical width: 15.0+ m; 4 lanes
- Traffic signals at East Dr. and Edinborough Ct.
- Pedestrian crossover (PXO) at Bernice Cres.
- Left turn lanes at East Dr.
- Posted speed: 50 km/h
- Daily traffic volume: ~18,000
- No on-street parking north of Ellins Ave.
- No parking in peak directions in rush hours (SB in a.m. and NB in p.m.) south of Ellins Ave.

Proposed Cycle Tracks



- Reduce from 4 travel lanes to 2 travel lanes + left turn lane (or painted median)
- Add one-way cycle tracks on both sides
- Cycle tracks are physically separated bike lanes with low walls wherever possible, bollards, precast curbs in some locations
- No on-street parking



Low wall – Lake Shore Blvd cycle track

Types of Physical Separation

Toronto uses the following types of physical separation on retrofit cycle tracks:

- Bollards:
 - Driveway spacing 3+ m
- Precast concrete curbs:
 - Driveway spacing 5+ m
- Precast concrete low walls:
 - Driveway spacing 7-8+ m and
 - Buffers are 0.6+ m wide
- Concrete curbs and low walls can be painted



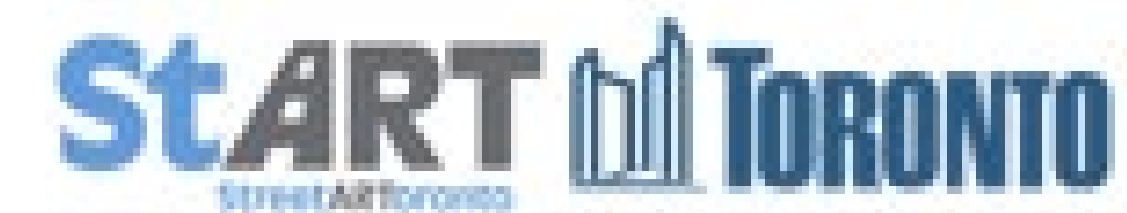
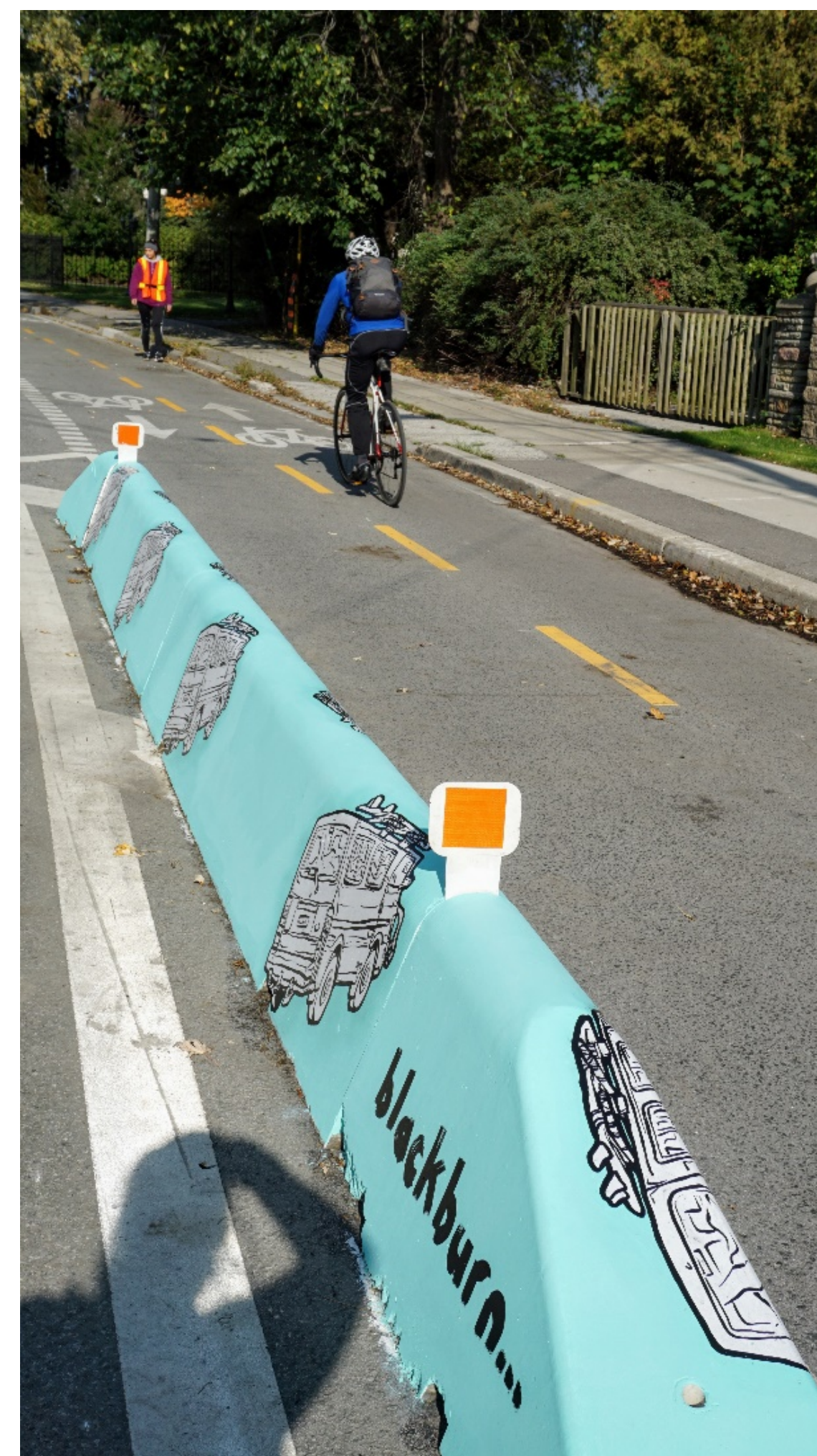
Bollards along Shoreham Dr.



Bollards adjacent to parking along Bloor St. W.



Painted concrete low walls on Lake Shore Blvd. W. in Etobicoke.



Innovative programs designed to develop, support, promote and increase awareness of street art and its role in adding beauty, vitality and character to neighbourhoods throughout the city



Painted concrete curbs on Lake Shore Blvd. W. in Etobicoke.

Traffic Impacts

- Much of the impact of the lane reduction can be mitigated through signal timing changes (longer cycle lengths)
- There will be some increase in queuing at the Edinborough Dr. and East Dr. signals, particularly during peak periods
- New signal at Eileen Ave. would add minimal delay; existing SB AM queuing may extend to around Foxwell St.

Cross Street	Turning Movement	AM Before	AM After	PM Before	PM After
		Delay (in seconds)	Delay (in seconds)	Delay (in seconds)	Delay (in seconds)
Eileen Ave.	NB Left-Through-Right	1	4	1	6
Eileen Ave.	SB Left-Through-Right	2	2	1	7
Edinborough Dr.	NB Through-Right	4	5	3	3
Edinborough Dr.	SB Through	5	10	3	6
East Dr.	NB Through-Right	13	15	23	30
East Dr.	SB Through-Right	15	24	15	27

Parking Impacts

- Counts were observed at various times and days (daytime/evening, weekday/weekend) Sept-Oct 2018
- 7 counts were conducted
- Highest observed demand was in the evenings (maximum 11 vehicles parked NB and 3 vehicles parked SB)

Location	Northbound		Southbound	
	Spaces	Demand (range)	Spaces	Demand (range)
Bernice Cres. To Eileen Ave.	4	0-4	3	0-2
Eileen Ave. to Foxwell St.	10	1-6	3	0-1
Foxwell St. to Delemere Ave.	8	0-1	0	0
Delemere Ave. to Ellins Ave.	3	0	0	0

Pedestrian Safety

- Concern raised at Nov. 2017 public meeting on bridge project about excessive vehicle speeds
 - Adding separated bike lanes would improve pedestrian comfort and safety through increased distance from vehicle traffic
- Requests to consider converting PXO to traffic signal at Bernice Cres.
 - Traffic signal at Bernice Cres. would be too close to signal at St. Clair Ave.
 - Reviewing opportunity for new signal at Eileen Ave.

Vehicle Speeding is a Problem

- 72-hour speed surveys completed March 19-21, 2019
- **Most** vehicles on Scarlett exceed the posted speed limit, except near Bernice Cres. (likely due to proximity of St. Clair Ave. signal)
- Vehicle speeds are expected to decrease with the removal of passing lanes, creating more uniform traffic flow
- Additional speed surveys are planned after implementation

Southbound

Location	Average Speed	85 th %ile Speed	% over Posted
Humber River Br.	62	70	95%
Black Creek Br.	62	70	92%
S. of Foxwell St.	60	70	82%
N. of Bernice Cres.	42	52	18%

Northbound

Location	Average Speed	85 th %ile Speed	% over Posted
Humber River Br.	60	68	89%
Black Creek Br.	63	71	96%
S. of Foxwell St.	55	62	75%
N. of Bernice Cres.	45	52	19%

Speeds are reported in km/h; % over Posted represents the fraction of vehicles exceeding the posted speed limit

City Services

- The proposed installation of cycling infrastructure 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



TTC



Toronto Fire



Toronto Emergency Services



Toronto Solid Waste



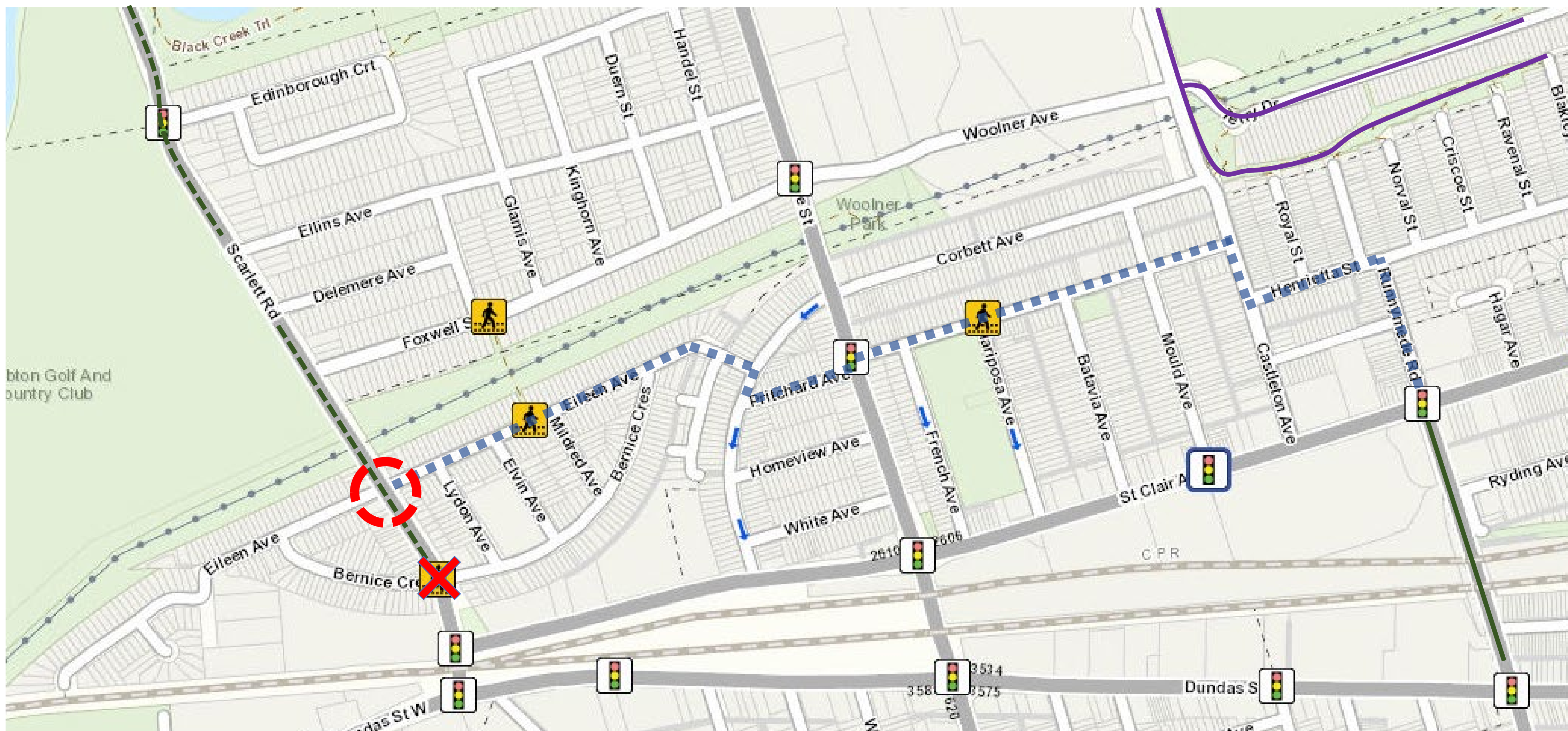
Toronto Police

Cycling Connections to Runnymede Road

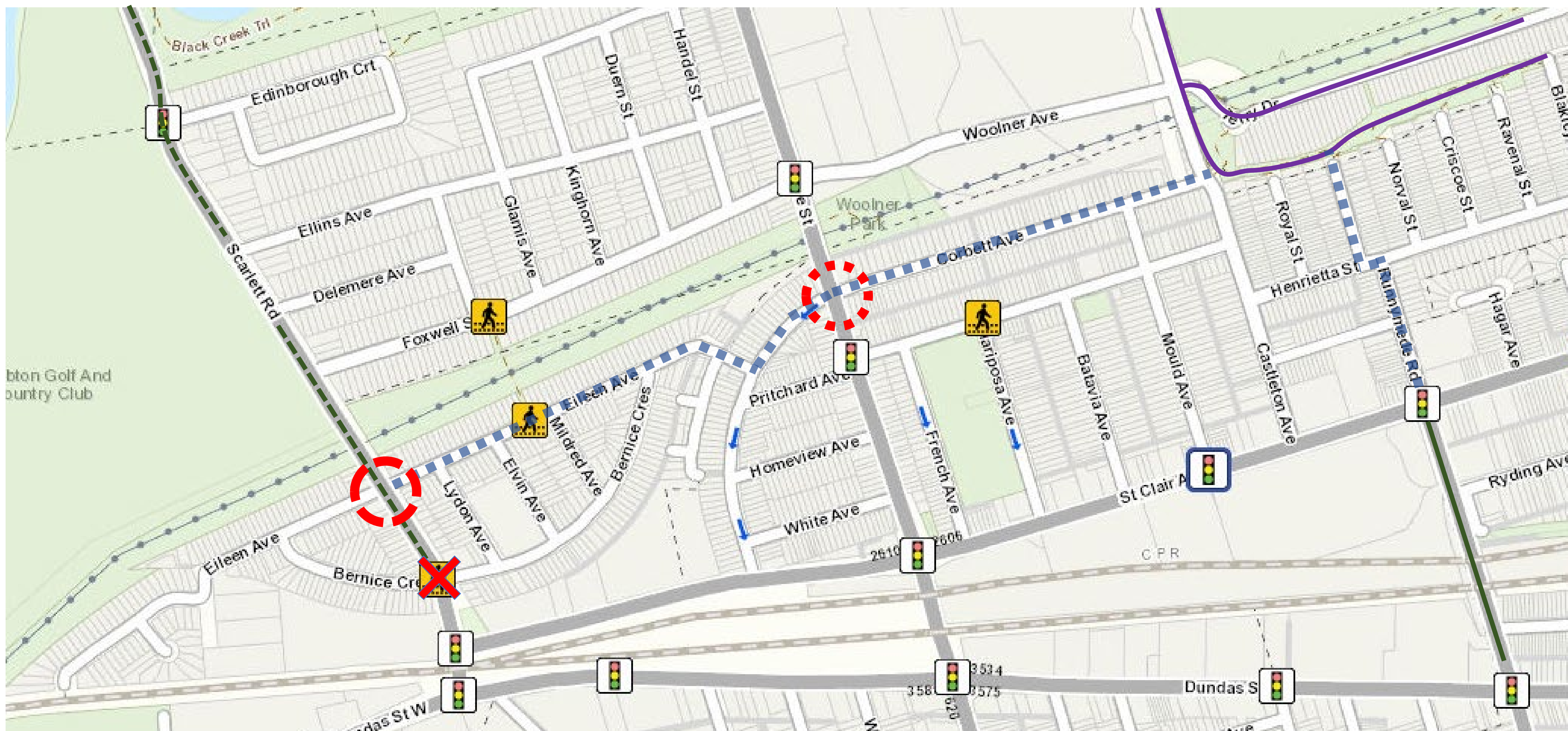


- The cycling connections from the proposed cycle track on Scarlett Road to the Runnymede Road bike lanes could have shared lane markings (sharrows) or contra-flow bicycle lanes
- Further review and consultation on these routes would take place at a future meeting

Option 1 – Connection to Runnymede Rd. via Pritchard Ave.

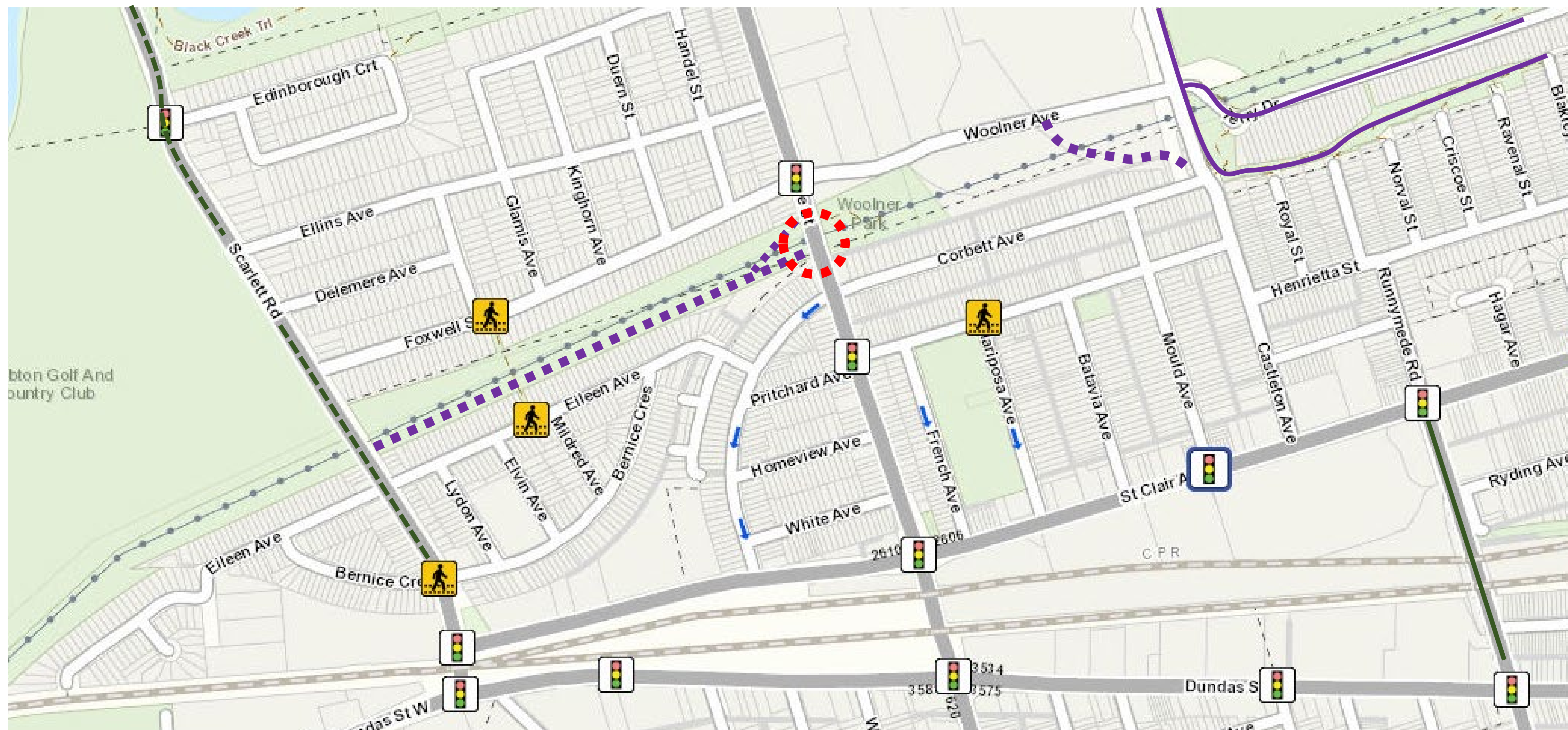


- Proposed new traffic signal at Eileen Ave. (remove PXO at Bernice Cres.)
- Short contra-flow bike lane on Florence Cres.
- Crosses at existing signal at Jane St.
- Mixes with TTC buses on Pritchard Ave.



- Proposed new traffic signal at Eileen Ave. (remove PXO at Bernice Cres.)
- Short contra-flow bike lane on Florence Cres.
- No existing protected crossing at Jane St.
- Access to Runnymede Rd. via stairs

Other Trail Improvements in Hydro Corridor



- Existing path being upgraded (paved)
- Connects Scarlett Rd with Rockcliffe Trail (connections to Gaffney Park and Lavender Creek)
- No protected crossing at Jane St.
- This would not replace the routes proposed to connect to Runnymede Rd.

Next Steps

- Provide your feedback tonight or submit by May 13, 2019
- Scarlett Road bike lane (cycle tracks) will be presented to the **Infrastructure and Environment Committee on June 27, and Council on July 16-17**
- If approved by Council, bike lanes would be installed as paint-only at the end of the road resurfacing work (to be completed early fall 2019)
- The painted physical barriers would be installed late 2019 or early 2020

Contact

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toronto.ca/cycling/scarlett