

Conlins Rd. (Ellesmere Rd. to Sheppard Ave. E.)

Proposed Bike Lane Improvements

Public Open House

April 9, 2019, 6:30 p.m. – 8:30 p.m.

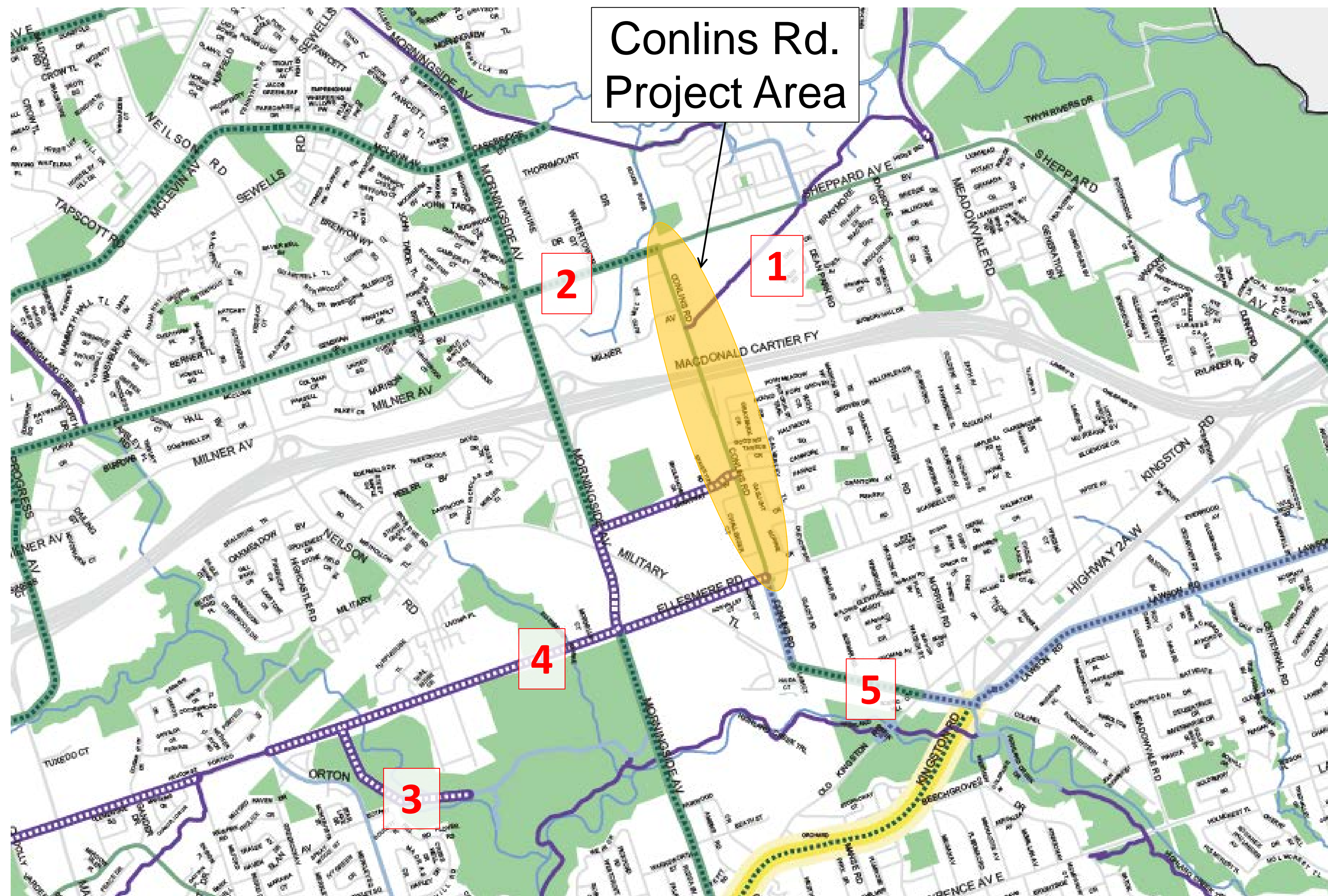
Morrish Public School, 61 Canmore Blvd.



Background / Context

- Cycling Network Plan was approved by Council in June 2016 to connect, grow, and renew cycling infrastructure over the next 10 years
- Conlins Rd. has existing bike lanes from Ellesmere Rd. to Sheppard Ave.
- Road resurfacing planned for 2019 provides an opportunity to improve the existing bike lanes

Existing or Planned Cycling Projects Near Conlins Rd.



Legend

Cycling Network and Trails Plan

Bike Lane | Cycle Tracks

Trails | Boulevard Trails

Quiet Street Routes

Tunnels and Bridges

Major Corridor Studies

Note: Initiation of a Major Corridor Study on Danforth Avenue subject to Council direction in Fall 2017

Corridors where future study may be considered as part of the Cycling Network Plan 2 Year Review Report

Existing Cycling Network

Bike Lane | Cycle Tracks

Trails | Boulevard Trails

Quiet Street Routes

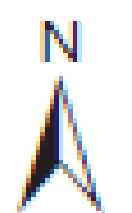
Rail Lines

Freeways

Major Roads

Arterial Road Network

Green Spaces



Numbers correspond to projects listed on next panel.

Existing or Planned Cycling Projects Near Conlins Rd.

Existing Cycling Routes Near Conlins Rd.

1

Gatineau Hydro Corridor Trail

- **Existing** off-road multi-use trail from Conlins Rd. to Meadowvale Rd.
- Forms part of The Meadoway, which is an initiative led by the Toronto and Region Conservation Authority

2

Sheppard Ave. E.

- **Existing** bike lanes on Sheppard Ave. from Morningside Ave. to Kingston Rd.
- Potential for extension westward if surface rapid transit is implemented

Planned Cycling Projects Near Conlins Rd.

3

Highland Creek Trail Extension

- New off-road multi-use trail connecting the Highland Creek Trail to the Gatineau Hydro Corridor Trail at the Ellesmere Rd. / Orton Park Rd. intersection
- **Presently under design** with construction planned for completion in 2020

4

Ellesmere Rd.

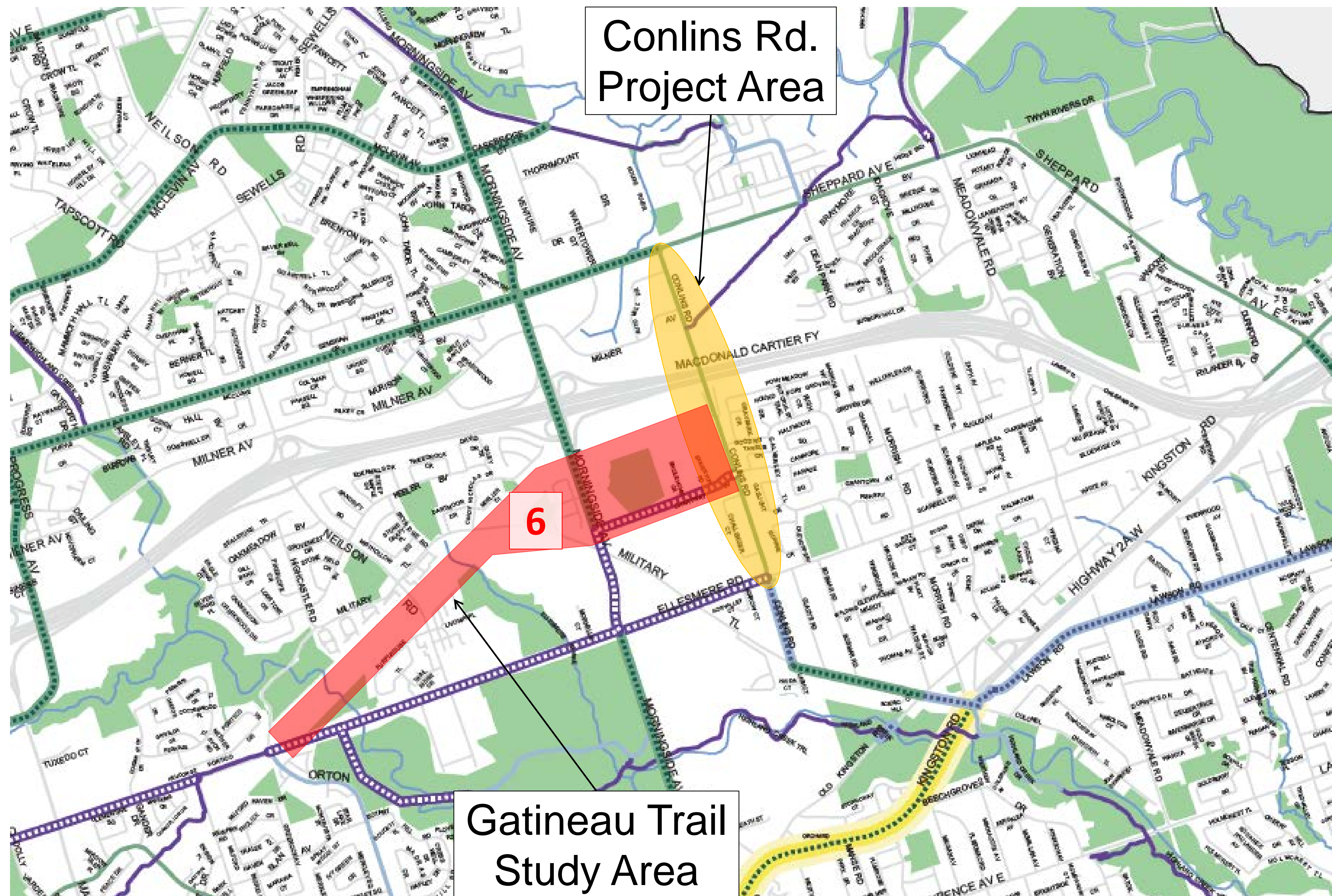
- **Proposed** separated cycling facility on Ellesmere Rd. from Conlins Rd. to Scarborough Town Centre

5

Conlins Rd. + Military Trail

- **Proposed** bike lanes or cycling route connection to Highland Creek Village

Other Potential Area Projects



- 6** Gatineau Hydro Corridor Trail
- Potential off-road multi-use trail in the hydro corridor from Orton Park Rd. to Conlins Rd.
 - Forms part of The Meadoway
 - Environmental Assessment required

Existing Conditions on Conlins Rd.

- Road Width: 12.8 metres
- Speed: 50 km/h posted speed limit
- Average weekday traffic volume: approx. 6,000-8,000
- Peak hour, peak direction volume (at Hwy 401 bridge): 430-520
- Ellesmere Rd. to Good Rd.: Bike lanes in both directions with curbside parking along east curb
- Good Rd. to Sheppard Ave.: Curbside bike lanes in both directions



Looking northbound north of Canmore Blvd., with cyclist riding close to the curb in the parking lane.



Looking northbound toward Good Rd., with cyclist riding close to the curb in the parking lane.

Existing Conditions on Conlins Rd.



Looking northbound from Good Rd., with curbside bike lanes and wide traffic lanes.



Looking southbound from Canmore Blvd., with curbside parking on the east side and the bike lane between the parking and traffic lanes.

Existing Parking Restrictions



No Stopping



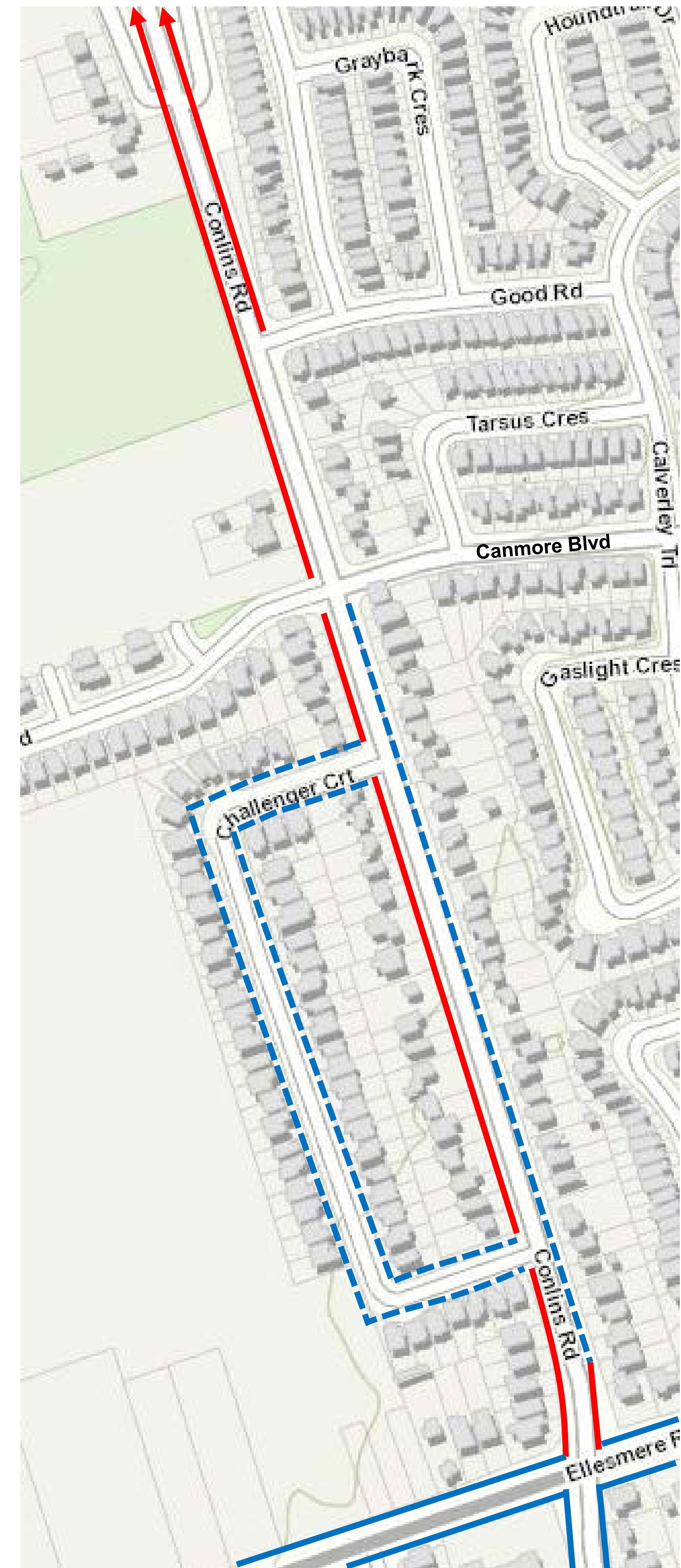
No Parking



No Parking

7 a.m. – 6 p.m.
Mon – Fri

Where no line is shown, no site-specific restrictions are in place. General parking by-laws apply.



Parking Survey

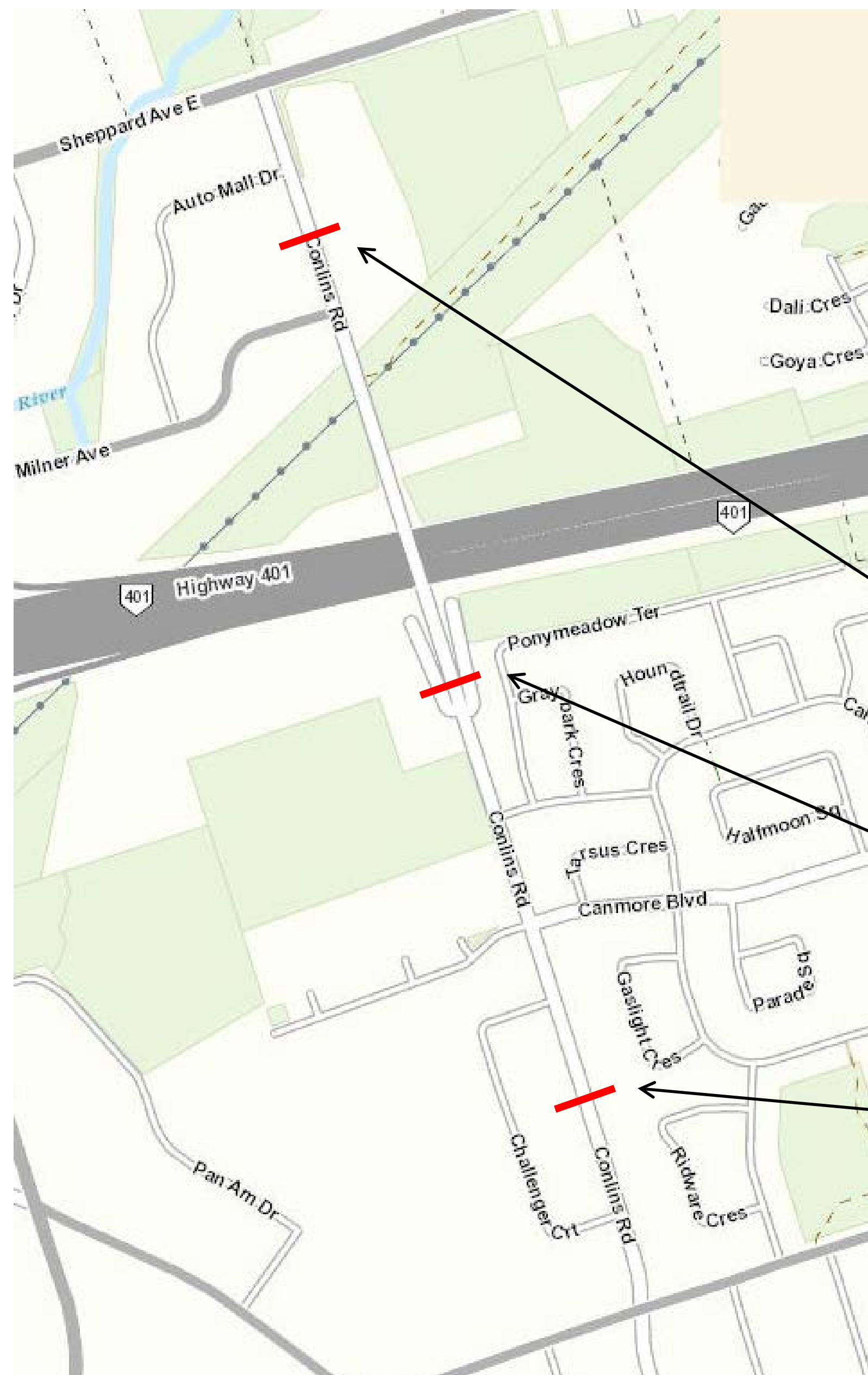


Segment	Approximate Existing Supply	Weekday Daytime Max Demand	Weekday Evening Max Demand	Weekend Max Demand
Good Rd. to Canmore Blvd.	14	0	3	8
Canmore Blvd. to Ellesmere Rd.	36	0 (not allowed)	3	5
TOTAL (Good Rd. to Ellesmere Rd.)	50	0	5	10

Note: Number of cars parked during parking survey counts. Counts were conducted in October 2018 and included one weekday daytime (before 6:00 p.m.), two weekday evening (6:00 p.m. – 11:00 p.m.), and three weekend counts (afternoon or evening). Total max demand represents the maximum number of vehicles parked during an individual count.

Speed Survey

- Posted speed limit of 50 km/h
- Majority of vehicles were observed to be travelling over the posted speed



Location	Average Speed	85 th Percentile Speed	% of Vehicles over Posted Speed
Between Auto Mall Dr. and Milner Ave.	57 km/h	65 km/h	79%
Between Highway 401 and Good Rd.	68 km/h	75 km/h	98%
Between Challenger Crt. north and south intersections	54 km/h	61 km/h	68%

Note: 72-hour continuous speed surveys were conducted at three locations along Conlins Rd. between March 26 and 28, 2019. 15% of vehicles travel faster than the 85th percentile speed.

What is a Cycle Track?

- Cycle tracks are dedicated lanes for bicycles that are adjacent to the roadway, but separated from vehicular traffic with a buffer and physical separation
- Curbs, bollards or planters may be used to physically separate the cycle tracks from traffic lanes
- Cycle tracks on busy roadways create an environment that is more comfortable for cyclists of all ages and abilities
- In colder months, cycle tracks in Toronto are cleared of snow
- In warmer months, sweepers are used to clear any debris which may be present



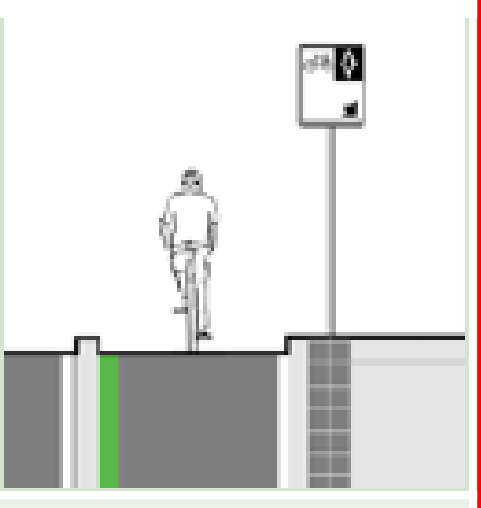
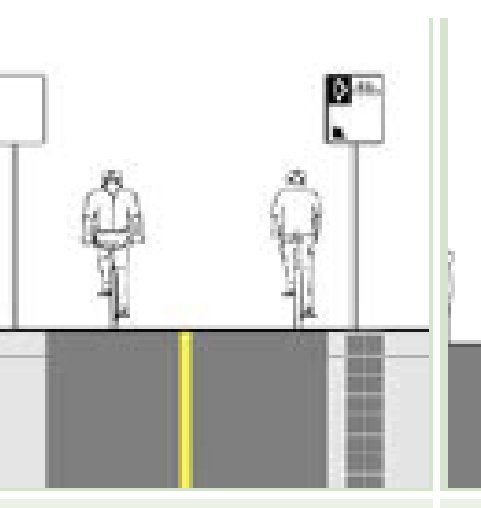
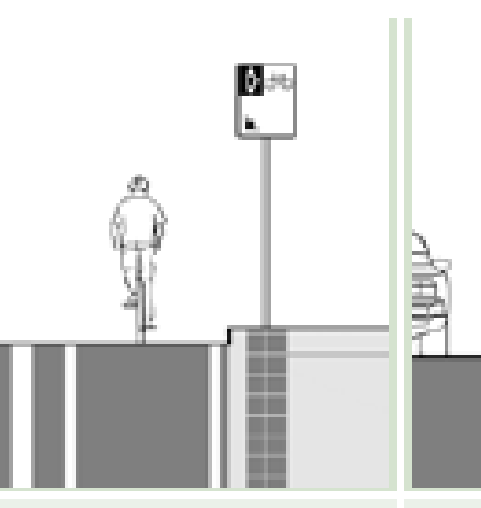
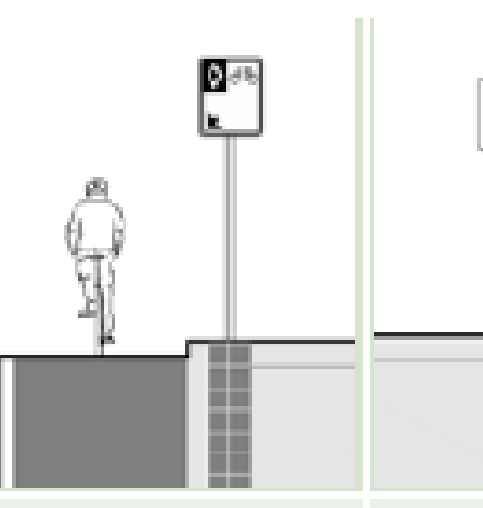
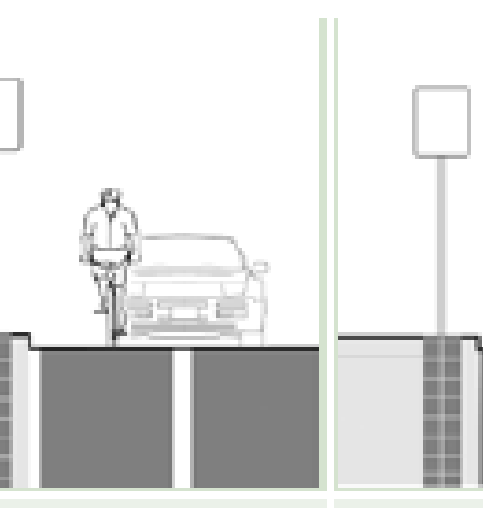
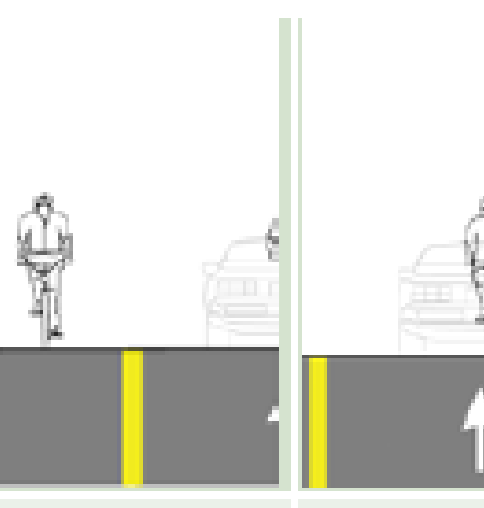
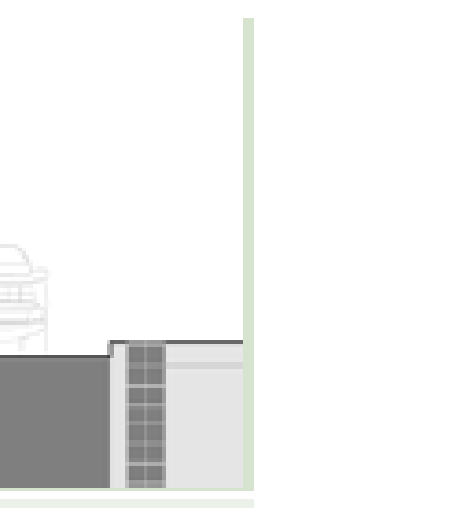
Examples of cycle tracks



Cycle track cleared of snow

Cycling Facility Selection

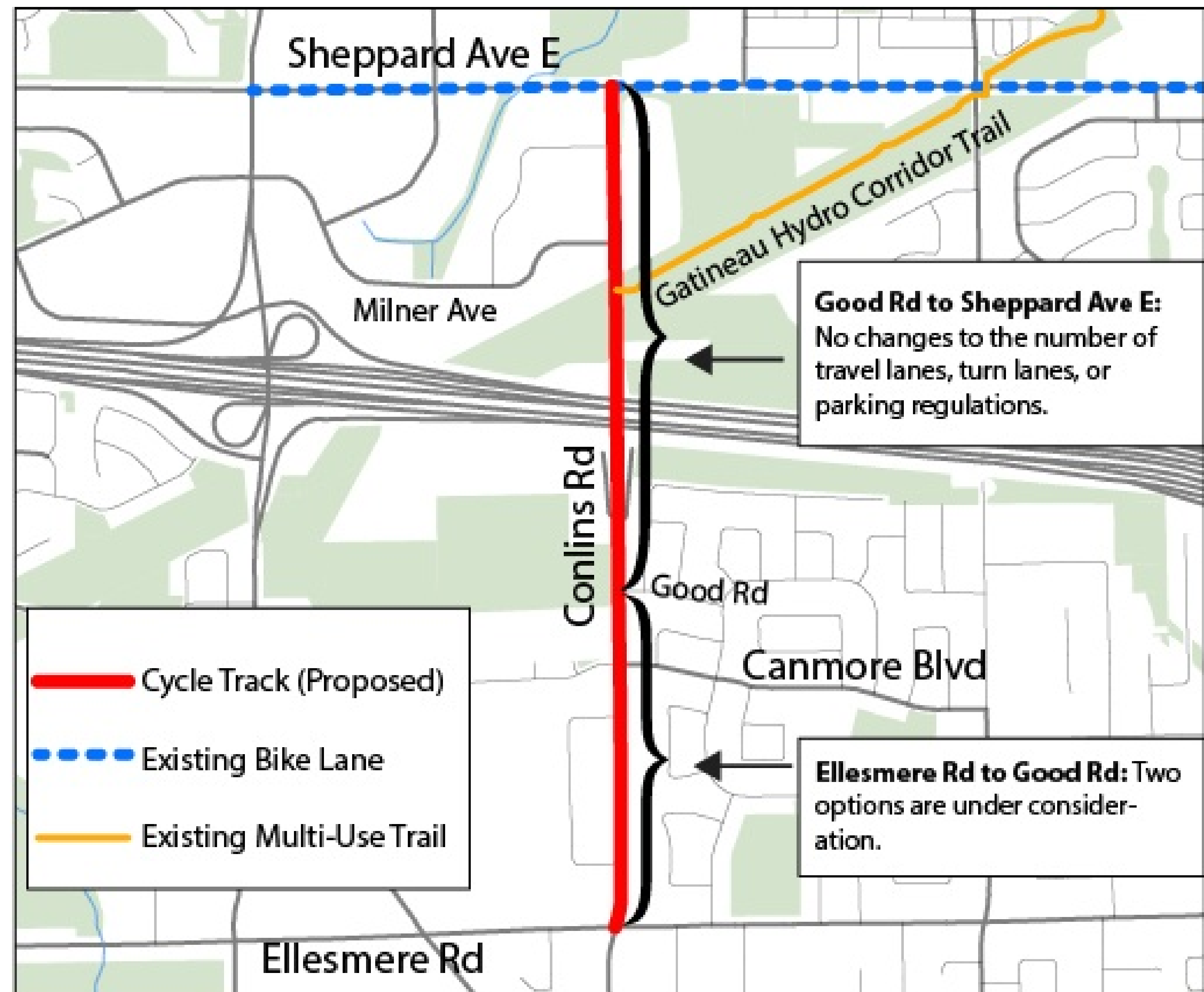
- Several types of cycling facilities are used in Toronto
- The choice of cycling facility on a street is based on many criteria, the most important of which are motor vehicle speed and volume
- Based on the speed and volume of traffic on Conlins Rd., the preferred facility type is a cycle track
- Physical separation is also desirable when connecting to other separated facilities, such as the Gatineau Trail crossing of Highway 401

Conlins Rd: Posted speed 50 km/h, Average daily volume 6,000-8,000							
	Preferred facility type						
	One-way cycle track	Two-way cycle track	Buffered bike lane	Conventional bike lane	Advisory bike lane	Contraflow bike lane	Neighbourhood greenway
							
Facility category	Physically separated	Physically separated	Designated space	Designated space	Designated space / Shared space	Designated space (sometimes physically separated)	Shared space
Target motor vehicle speed and volume*	Any	Any	≤40 km/hr ≤6,000 AADT	≤40 km/hr ≤3,000 AADT	≤40 km/hr ≤3,000 AADT	≤30 km/hr ≤2,000 AADT	≤30 km/hr preferred

* Guidance is sourced from the draft Toronto On-Street Bikeway Design Guidelines, which is consistent with the NACTO Designing for All Ages & Abilities guide. AADT = Average Annual Daily Traffic (the average traffic volume during a day)

Proposed Improvements

- Upgrade bike lanes to cycle tracks with physical separation along their full length
- Physical separation would be provided with precast low concrete walls, concrete curbs, and/or bollards
- Project area is divided into two segments:
 - Good Rd. to Sheppard Ave. E.
 - Ellesmere Rd. to Good Rd.



Good Rd. to Sheppard Ave. E.

Existing



Proposed



Note: Adjustments may be made to final design prior to implementation.

- No changes to the number of travel lanes, turn lanes, or parking regulations

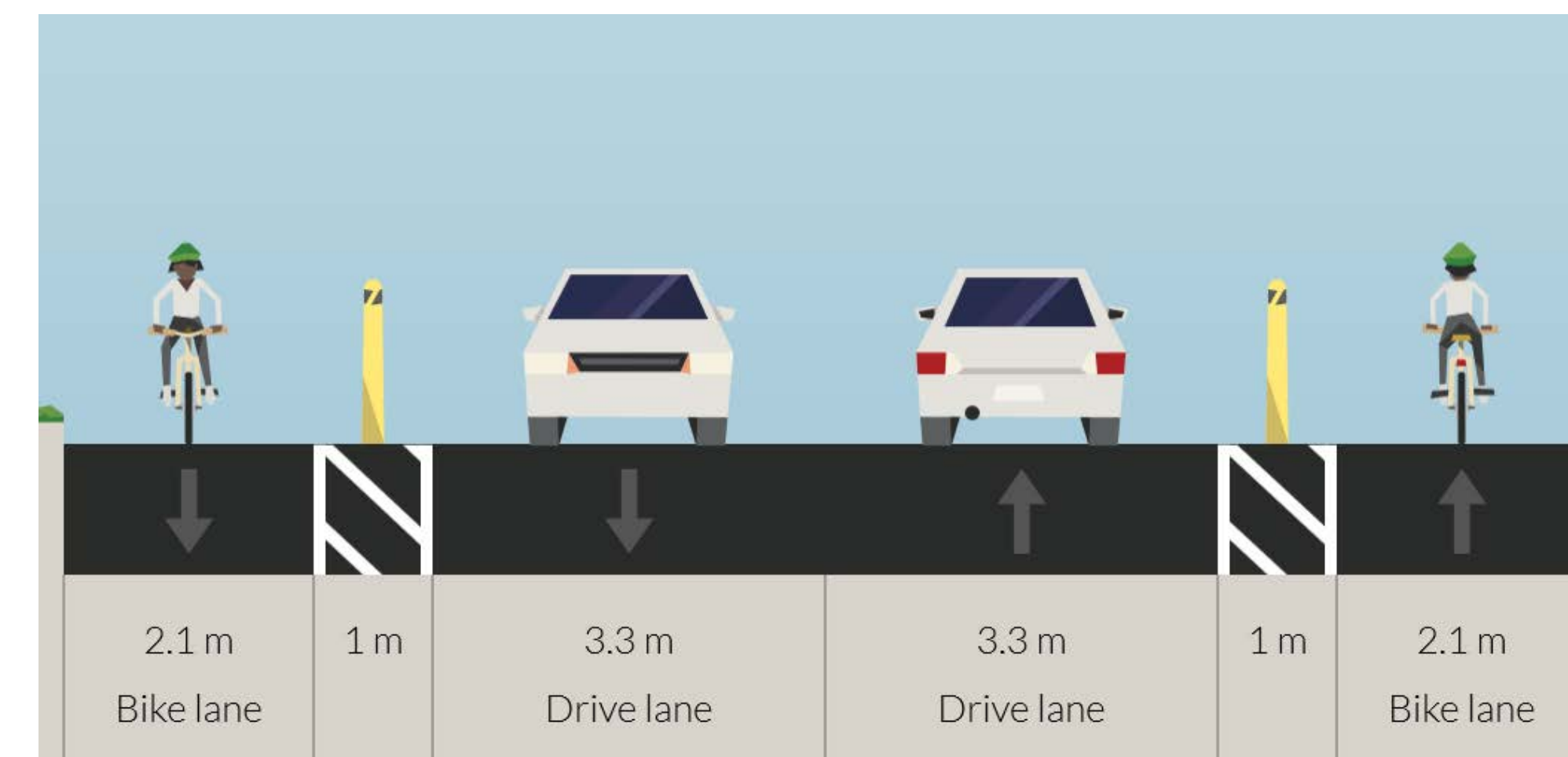
Ellesmere Rd. to Good Rd.

Existing



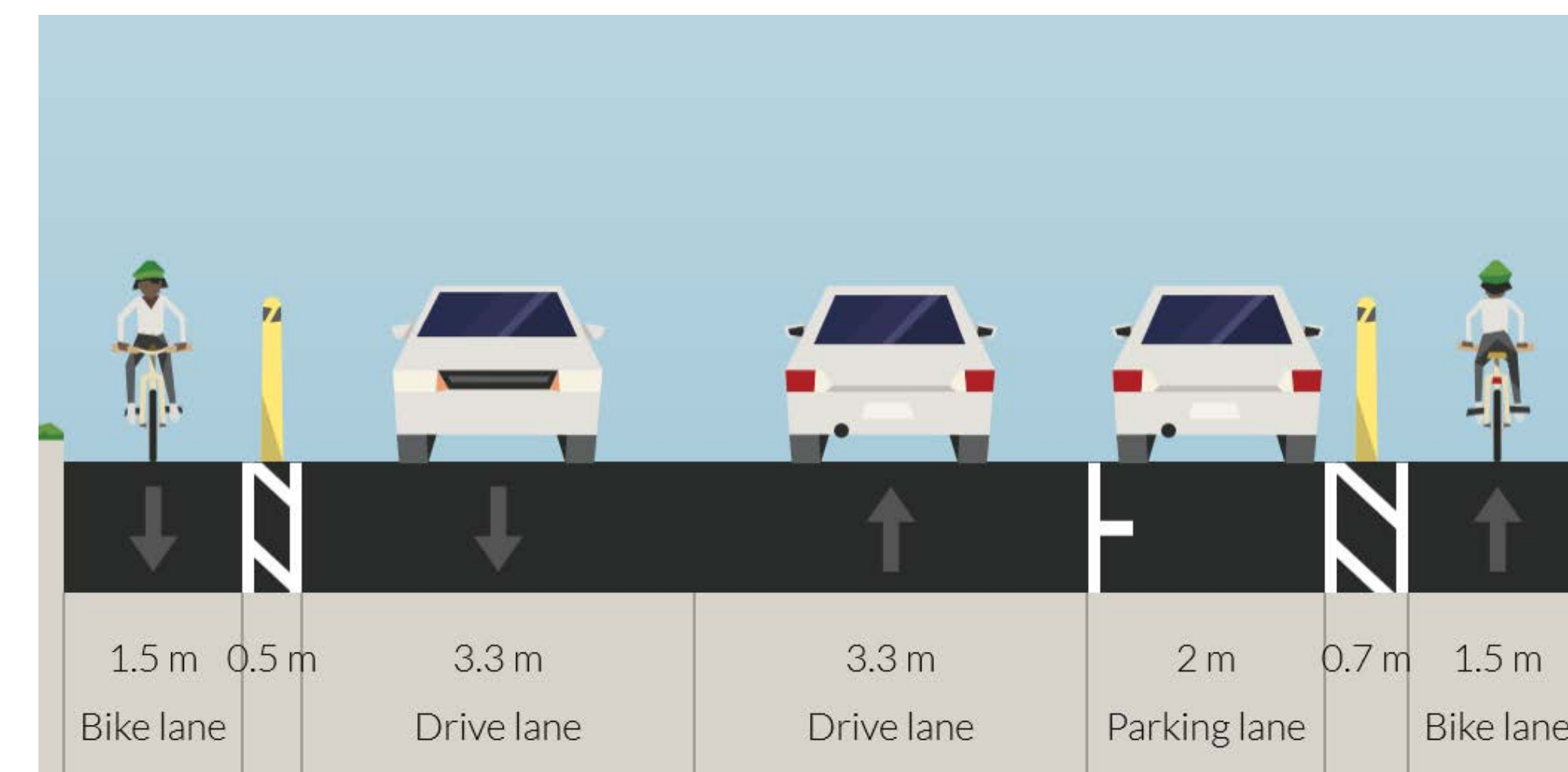
Option 1 – Cycle Tracks with No Parking

- Provides bike lanes and buffers at preferred widths
- Cross section is consistent with Good Rd. to Sheppard Ave.
- Removes all existing parking



Option 2 – Cycle Tracks with Parking

- Maintains approximately 18 parking spaces on east side of street, which is more than the existing demand
- Parking would be set back from driveways 2 to 3 m to improve sightlines
- Bike lanes and buffers are at minimum widths



Note: Adjustments may be made to final design prior to implementation.

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



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



Bollards along Shoreham Dr.



Bollards adjacent to parking along Bloor St. W.

Note: The lane widths shown here are the same as in Option 2.



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

Next Steps (2019)

- Summary report of feedback received to be published in May
- Report to Infrastructure and Environment Committee in June
- Report to City Council in July
- Implementation planned between July and November