

April 10, 2019

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

Cycling has been growing in the City's west end neighbourhoods.

The City of Toronto is proposing to install a bikeway on Argyle Street from Ossington Avenue to Shaw Street. A combination of "contra-flow" bike lanes, shared travel lanes, and a change to the direction of motor vehicle traffic will provide a legal eastbound and westbound bike route on Argyle Street and connect to existing popular bike routes on Shaw Street and Argyle Street west of Ossington Avenue. Changes to the direction of Halton Street, Bruce Street, and Rebecca Street are also proposed to maintain motor vehicle access into and out of the neighbourhood. This work is part of the City's Council-approved Ten-Year Cycling Network Plan to connect, grow and renew infrastructure for cycling routes across the City.

Please review the information in this notice, visit the project webpage, contact staff with your questions, or join us at the drop-in consultation event.



Drop-in Consultation Event

We invite you to attend a drop-in consultation event to learn more about the proposal for the Argyle Street Bikeway and speak with staff. The materials will be posted online the day after the meeting. **Contact us with accessibility requests.**

Date: April 23, 2019. **Time:** Drop in anytime between 6:30 p.m. and 8:30 p.m.
Place: The Gladstone Hotel, Ballroom, 1214 Queen Street West

A Narrow Road Width

Most of Argyle Street has a road width (curb to curb) of 7.2 metres, which allows for one travel lane (shared by motor vehicles and bicycles), one contra-flow bike lane, and on-street parking on one side of the road. This design currently exists west of Ossington Avenue.

However, the road width between Ossington Avenue and Givins Street is 6.0 metres. The City's proposal to permit two-way cycling will not remove any on-street parking. Eastbound motor vehicle traffic would be prohibited from entering the block from Ossington Avenue and nearly all motor vehicle traffic on this block would be westbound.

Objectives for the Argyle Bikeway Proposal

- Provide legal two-way cycling on Argyle Street
- Maintain motor vehicle access in and out of neighbourhood
- Minimize impacts to on-street parking
- Reduce motor vehicle traffic infiltration to make the street more comfortable for cycling and walking



Photo of Argyle Street facing west toward Ossington Avenue. The proposed changes to Argyle Street would ensure that cyclists can travel legally in both directions.

Bicycle Markings

- A shared travel lane can be marked with "sharrows" (bicycle markings with chevrons) to identify where cyclists should ride in motor vehicle traffic and remind drivers to share the road.
- A contra-flow bicycle lane can be installed on a one-way street, which then becomes two-way for bicycles, while remaining one-way for motor vehicles.

NEED MORE INFORMATION

Public Consultation	Kate Kusiak, 416-392-1932, kate.kusiak@toronto.ca
TTY Hearing Impaired Service	416-338-0889 (7 days a week, 8 a.m. to 5 p.m., closed holidays)
General inquiries	311
Website	www.toronto.ca/argyle

The personal information is collected under the City of Toronto Act, 2006, s. 136(c) and the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. Questions about this collection can be directed to the Manager, Public Consultation Unit, Tracy Manolakakis 416-392-2990.

BIKEWAY PROPOSAL FOR ARGYLE STREET FROM OSSINGTON AVENUE TO SHAW STREET

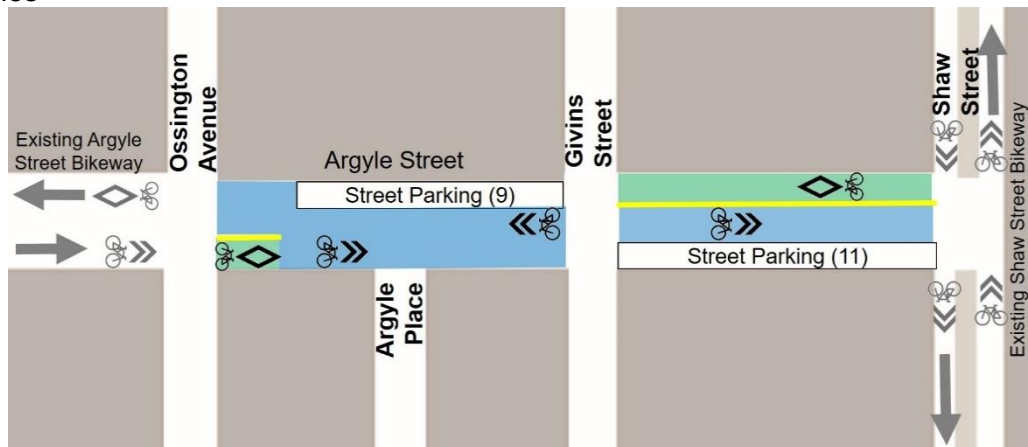
The proposed bikeway on Argyle Street includes:

Ossington Avenue to Givins Street:

- An **eastbound contra-flow** bike lane for cyclists only for 15 metres, which becomes a **shared travel lane** for cyclists and motor vehicles
- A **westbound shared travel lane** for cyclists and motor vehicles

Givins Street to Shaw Street:

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



Note: No loss of street parking. Maps not to scale.

CHANGES TO LOCAL TRAFFIC ON NEARBY STREETS

The following changes to traffic flows are required to provide motor vehicle access in and out of the area.

Argyle Street Reversal

- The eastbound 15-metre contraflow bike lane at Ossington Avenue only allows cyclist access and prevents eastbound motor vehicle traffic from entering Argyle Street. This will eliminate eastbound traffic infiltration.
- Motor vehicle traffic will generally travel westbound from Givins Street to Ossington Avenue. Traffic volume on this block is expected to decrease.



How motor vehicles will access Argyle Street:

- Motor vehicles will enter Argyle Street via Halton Street from either Ossington Avenue or Shaw Street to Givins Street
- Motor vehicles will exit Argyle Street to either Shaw Street or Ossington Avenue

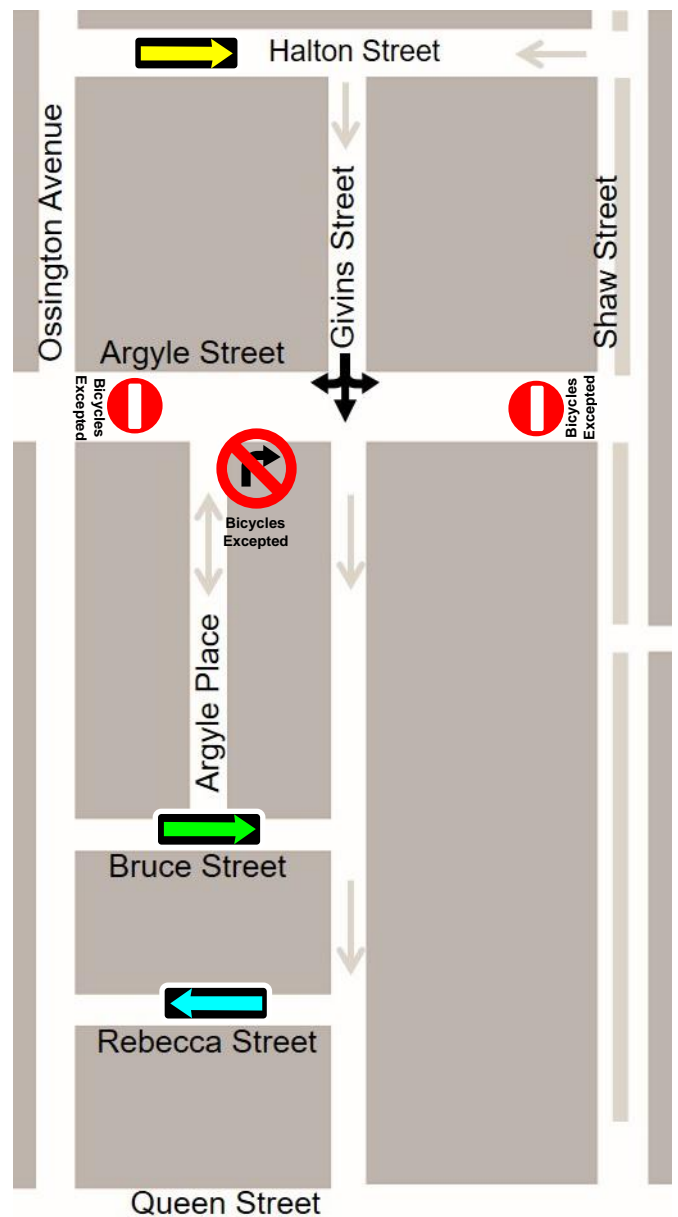
Three New Street Reversals

1. Halton Street will change to eastbound from Ossington Avenue to Givins Street
2. Bruce Street will change to eastbound to provide direct access from Ossington Avenue to Argyle Place
3. Rebecca Street will change to westbound to accommodate reversal of Bruce Street

Streets without traffic changes: Halton Street (Givins Street to Shaw Street) will remain westbound, Argyle Street (Givins Street to Shaw Street) will remain eastbound for motor vehicles, and Givins Street will remain southbound.

Turning restriction for motor vehicles

- No right turns from Argyle Place onto Argyle Street eastbound so that eastbound traffic is minimized
- Note: Properties with driveways between Ossington Avenue and Givins Street may turn in both directions



STREET PARKING ON ARGYLE STREET

The proposed changes do not remove any existing on-street parking spaces on Argyle Street. Parking will be located on the driver's right side:

- Between Givins Street and Shaw Street, street parking will be shifted to the south side
- Between Ossington Avenue and Givins Street, street parking will remain on the north side