

Willowdale Avenue (Empress Ave. to Bishop Ave.)

Proposed Bike Lanes

Public Open House

May 13, 2019, 6:00 p.m. – 8:00 p.m.

Earl Haig Secondary School, 100 Princess Ave.

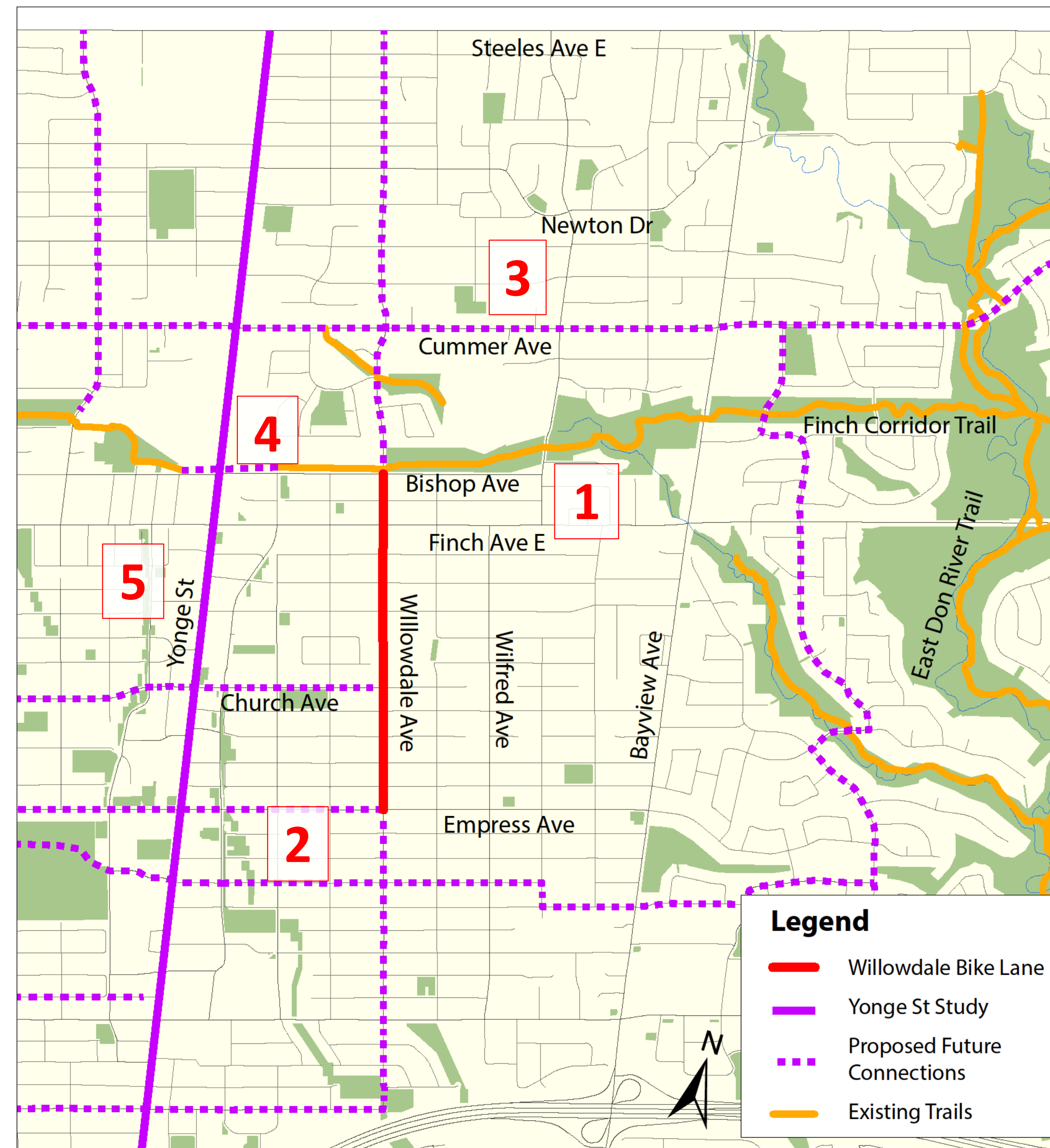


Background / Context

- Cycling Network Plan was approved by Council in June 2016 to connect, grow, and renew cycling infrastructure over the next 10 years
- Road reconstruction planned for 2019 on Willowdale Avenue, between Empress Avenue and Finch Avenue East, provides an opportunity to implement cycling infrastructure
- Propose to extend bike lanes just north of the reconstruction limits to connect to the Finch Hydro Corridor trail

Existing or Proposed Cycling Projects Near Willowdale Avenue

Numbers correspond to projects listed on next panel.



Existing or Proposed Cycling Projects Near Willowdale Avenue

Existing Cycling Routes Near Willowdale Avenue

1

Finch Hydro Corridor Trail

- Existing off-road multi-use trail north of Bishop Avenue

Future Proposed Cycling Projects Near Willowdale Avenue

2

Elmwood Road or Church Avenue

- Proposed future cycling infrastructure

3

Cummer Avenue

- Proposed future cycling infrastructure

4

Finch Hydro Trail

- Future extension connecting the trail east and west of Yonge Street

Related Studies Underway

5

REimagining Yonge

- A study evaluating opportunities to improve the public realm for all users including cycling infrastructure on Yonge Street or on Beecroft Road

Existing Conditions on Willowdale Ave.

- Road Width: 10.8+ metres
- One travel lane in each direction
- Speed limit: 50 km/h
- Average weekday traffic volume: approx. 16,000
- Peak hour, peak direction volume (at Finch): 730
- Traffic signals with left turn lanes at Bishop Avenue, Finch Avenue, Byng Avenue, and Empress Avenue



Traffic signal at Byng Avenue



North of Holmes Avenue facing north

Existing Conditions on Willowdale Ave.

- Bus bays provided at most TTC stops
- Pedestrian Crossover (PXO) at McKee Avenue and Parkview Avenue





Bus bay at Church Avenue looking south

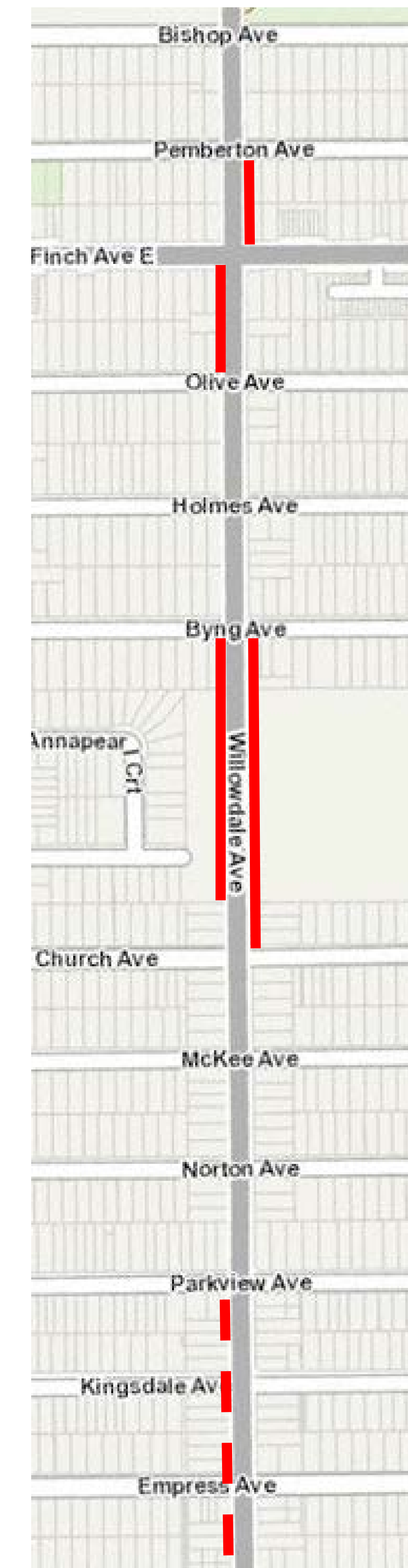


PXO at McKee Avenue

Existing Parking

-  No Parking
-  No Parking
8 a.m. – 6 p.m.
Mon – Fri

- Where no line is shown, no site-specific restrictions are in place. General parking by-laws apply
- Counts were observed at various times and days (daytime/evening, weekday/weekend) Sept-Oct 2018
- Observed demand for parking was minimal (1) to none for this section of Willowdale Avenue



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 Willowdale Ave., the preferred facility type is a cycle track

Willowdale Ave: Posted speed 50 km/h, Average daily volume 16,000							
	Preferred facility type						
	One-way cycle track	Two-way cycle track	Buffered bike lane	Conventional bike lane	Advisory lane	Contra-flow 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)

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



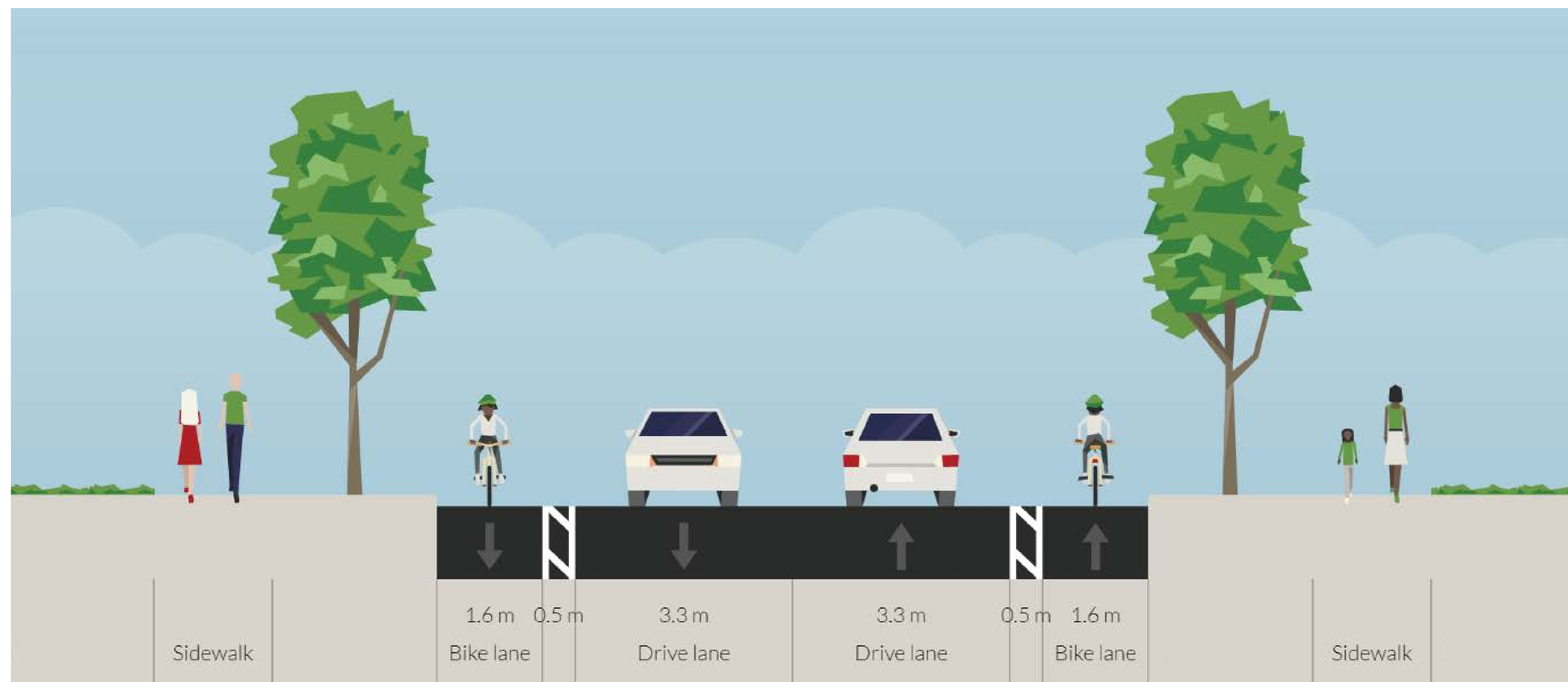
Cycle track cleared of snow

Existing Cross Section



- Typical width: 10.8m
- 1 lane each direction
- Left turn lanes at Bishop Avenue, Finch Avenue, Byng Avenue and Empress Avenue
- On-street parking generally permitted on both sides

Proposed Cycle Tracks



- No reduction in number of travel lanes
- One-way cycle tracks on both sides
- Painted buffer to provide additional separation from motor vehicle traffic
- Physical separation in the buffer area wherever possible (bollards and/or precast curbs in some locations)
- Removal left turn lanes at Byng Ave. and Empress Ave.
- Removal of bus bays
- No on-street parking

Traffic Impacts

- Expected delay would only increase 1-3sec at Byng Avenue and Empress Avenue with removal of left turn lanes
- Some increase in northbound queueing on Willowdale Avenue at Finch Avenue East is expected with the removal of the bus bay

Cross Street	Direction	AM Before	AM After	PM Before	PM After
		Delay (in seconds)	Delay (in seconds)	Delay (in seconds)	Delay (in seconds)
Bishop	NB	7	10	10	15
Bishop	SB	9	9	20	22
Finch	NB	27	30	42	69
Finch	SB	35	35	35	35
Byng	NB	5	5	3	4
Byng	SB	9	9	5	5
Empress	NB	10	10	15	17
Empress	SB	11	14	11	14

Types of Physical Separation

Toronto uses the following types of physical separation on 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



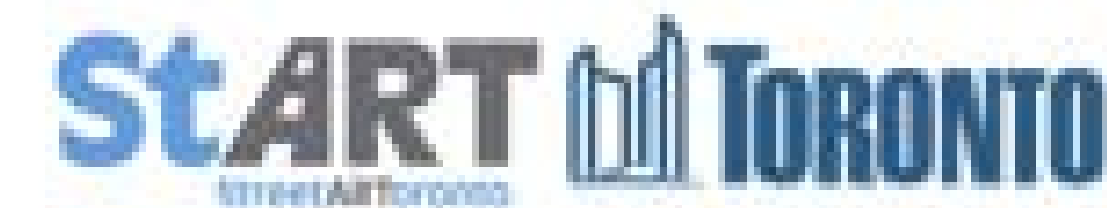
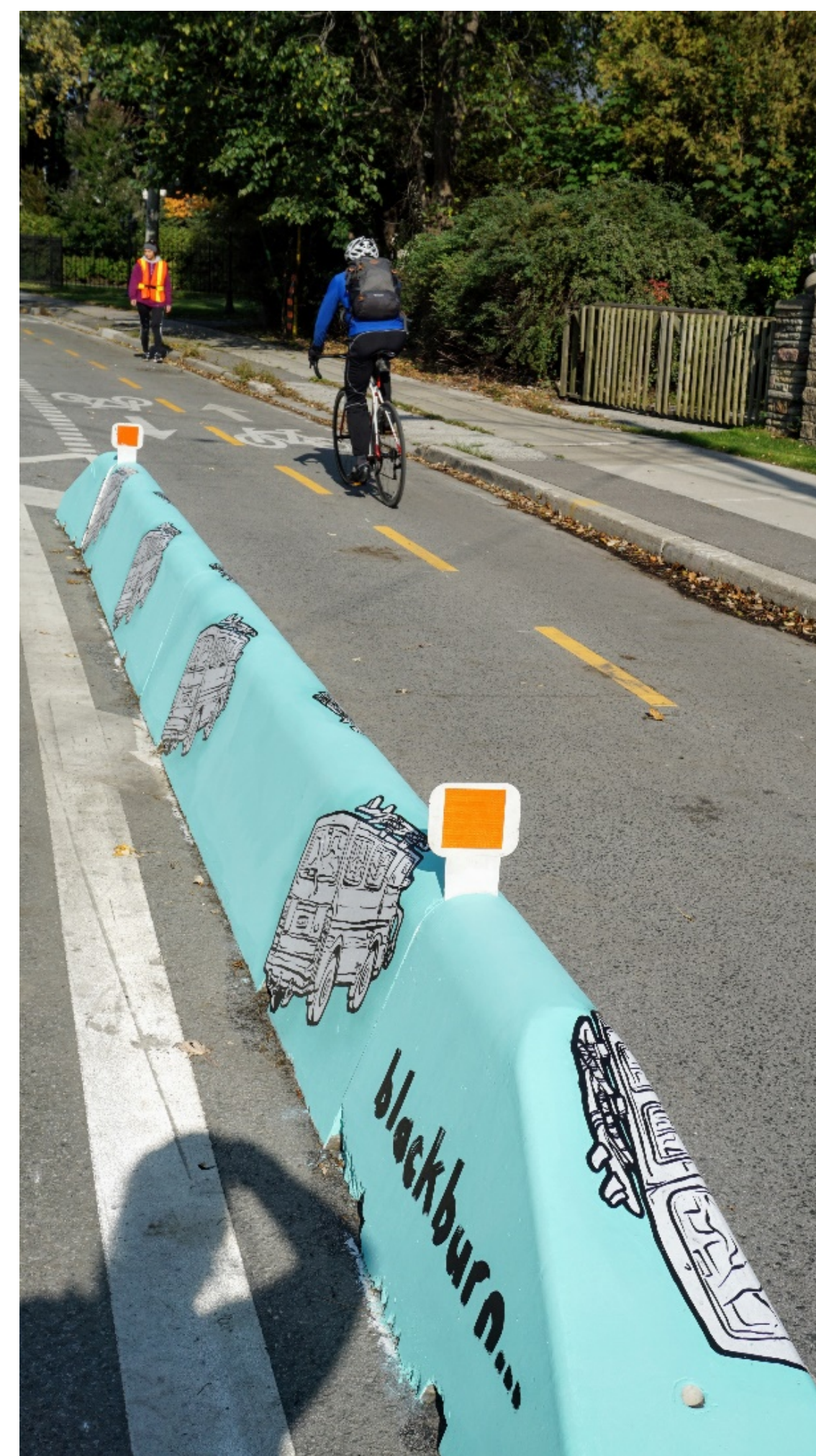
Bollards along Shoreham Dr.



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

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

Next Steps

- Provide your feedback tonight or submit by May 27, 2019
- Willowdale Avenue 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 at the end of the road reconstruction work (expected completion November 2019)

Contact

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toronto.ca/cycling/willowdale