



DEWSON STREET & ROXTON ROAD CYCLING CONNECTIONS

Welcome!

PUBLIC DROP-IN EVENT

Thursday, November 14th, 2019
6 p.m. to 8 p.m.

PURPOSE OF TODAY'S DROP-IN EVENT

1. **Present proposed cycling connections and parking options** to connect cycling routes, improve safety and traffic conditions
2. **Share your comments and questions** directly with City staff



Dewson St facing east from Ossington Ave



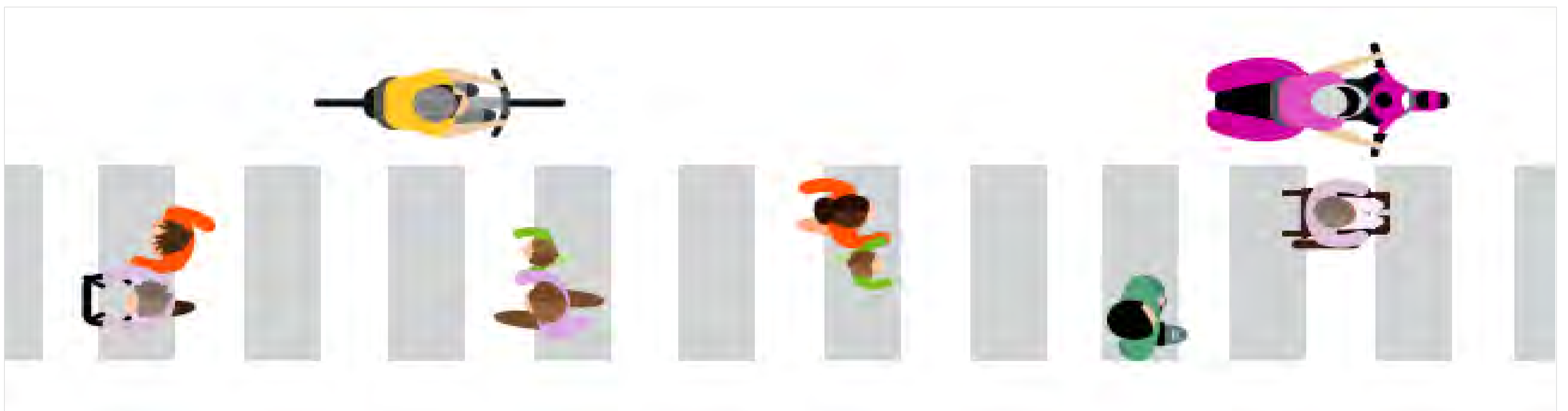
Roxton Rd facing south from Dewson St



We value your input!

- Use the paper forms and provide your comments tonight or by mail
- Use the online form at toronto.ca/dewson

Please provide your feedback by November 28th, 2019



WHY WALKING & CYCLING IN TORONTO?



Official Plan Goals

Make Toronto a walking city and bring all Toronto residents within 1km of a designated cycling route



Road to Health: Healthy Toronto by Design

Increased physical activity is associated with reduced risk of obesity, type 2 diabetes, cardiovascular disease, and some cancers



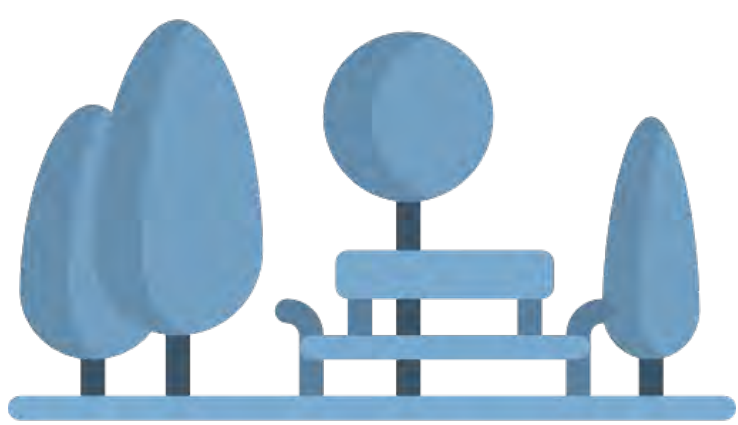
Vision Zero Road Safety Plan

Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing the safety needs of our most vulnerable road user



TransformTO: climate action strategy³

75% of trips under 5 km are walked or cycled by 2050



Complete Streets

Streets are for people, placemaking and prosperity. Complete streets consider all modes, prioritize safety, and balance the need to move people and goods, while recognizing streets as places



Reduce reliance on driving

Providing alternatives to driving allows for roadways to be used more efficiently and for users who have no choice (e.g. emergency, deliveries)



Encouraging people of all ages and abilities to ride

The majority of people rate themselves as “interested but concerned” about cycling, and will only do so if bikeways feel safe

BACKGROUND

- 2013

Shaw Street contra-flow bike lane installed

from Dupont Street to Dundas Street West along with bike lanes to the north and shared routes to the south
- 2015

Dewson Street shared lane markings installed

from Havelock Street to Ossington Avenue
- 2016

Signal installed at Ossington Avenue and Dewson Street

to improve safety and connectivity for people walking and cycling
- 2014

22 collisions occurred in the last five years

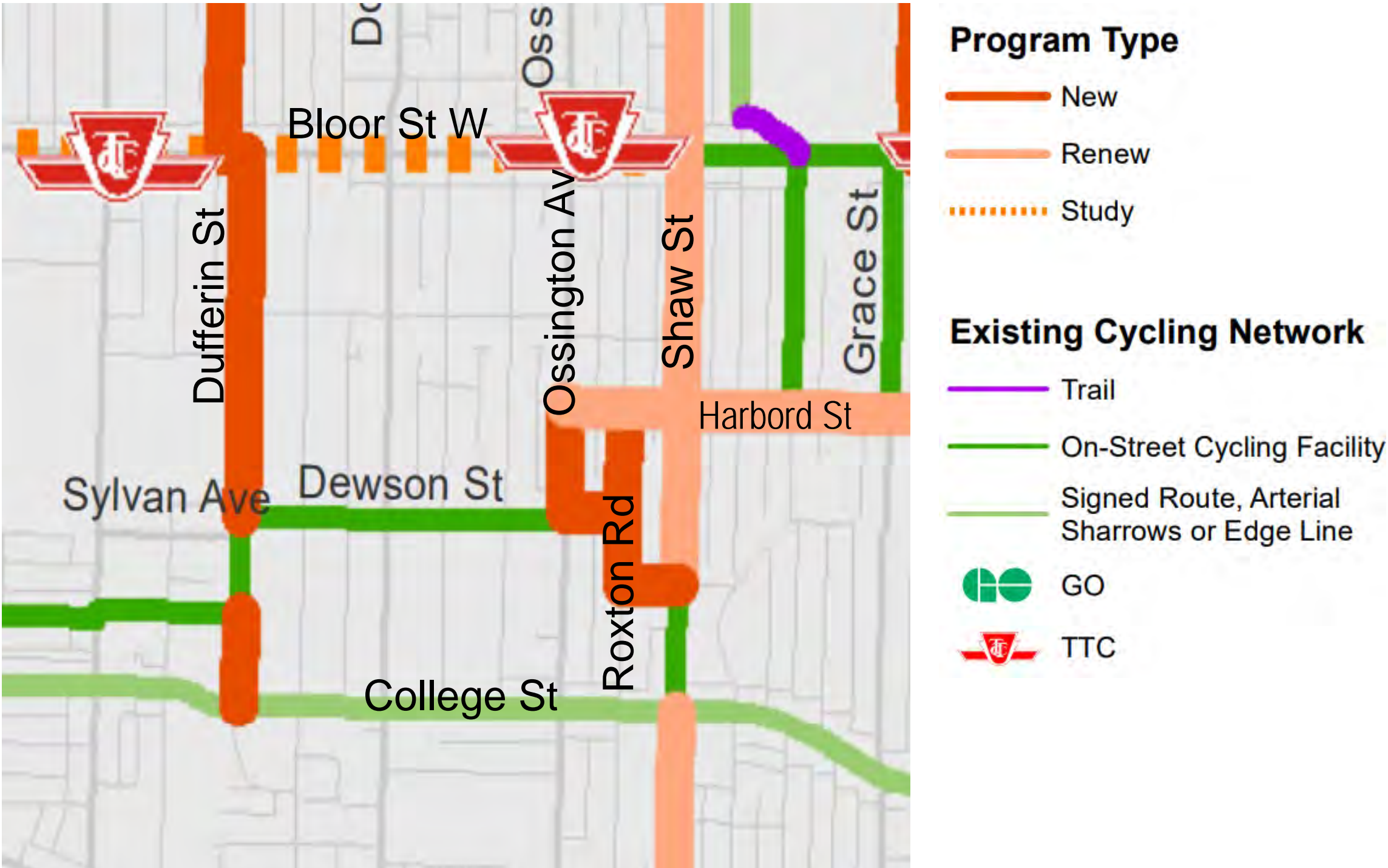
on Roxton Road and Dewson Street in the study area. 18% of them included a person walking or cycling. 27% of the collisions resulted in injuries.
- 2018
- 2019

Shaw Street named as a Major City-Wide Cycling Route

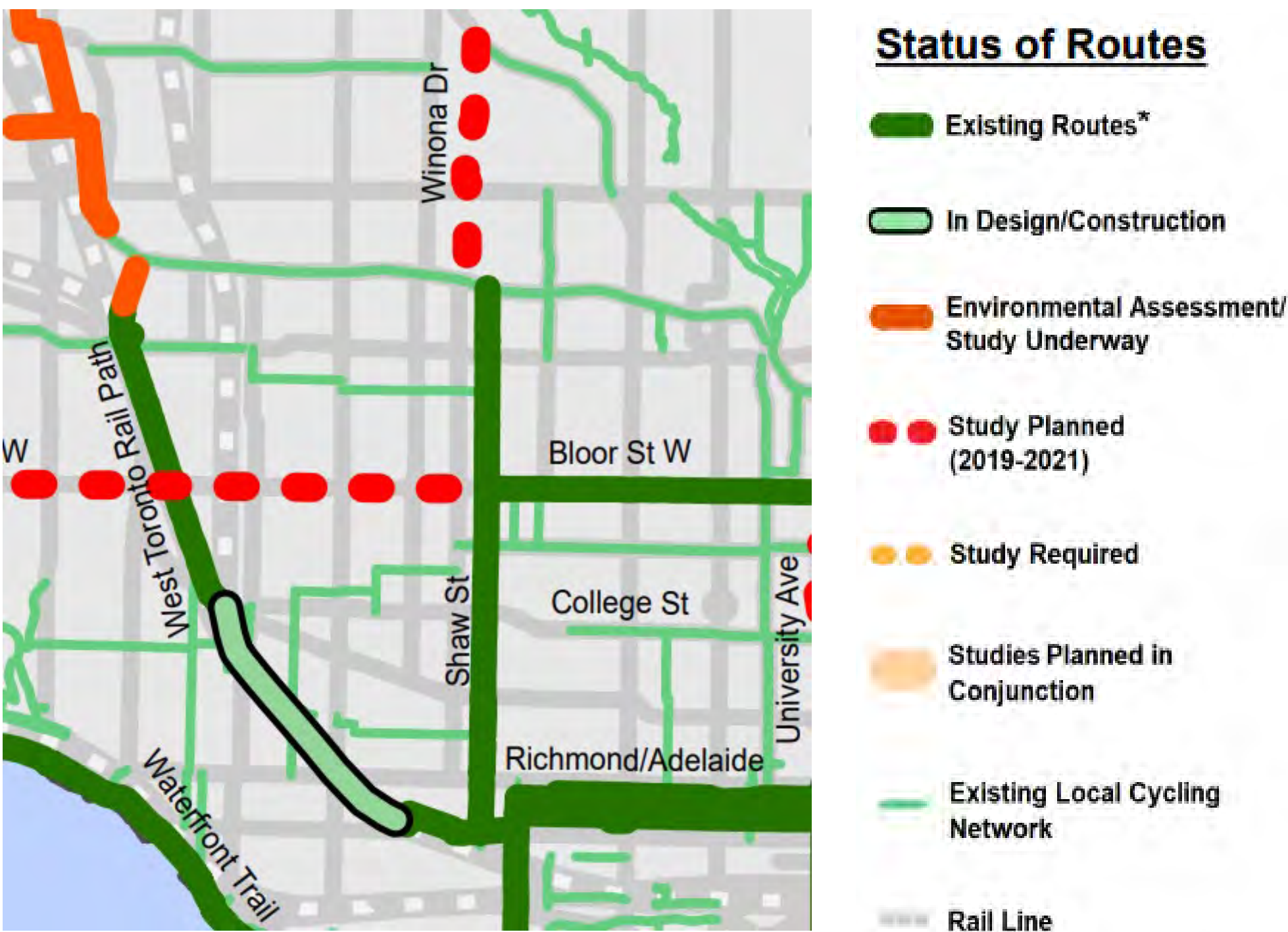
in Toronto's Cycling Network Plan update
- 2019

Dewson, Roxton and Ossington included in the 2019-2021 Cycling Network Plan Implementation Program

The Cycling Network Plan's goals are to grow, connect and renew Toronto's cycling network to ensure people of all ages and abilities have the option to cycle. These streets were identified as high demand routes that do not currently have an all ages and abilities option.



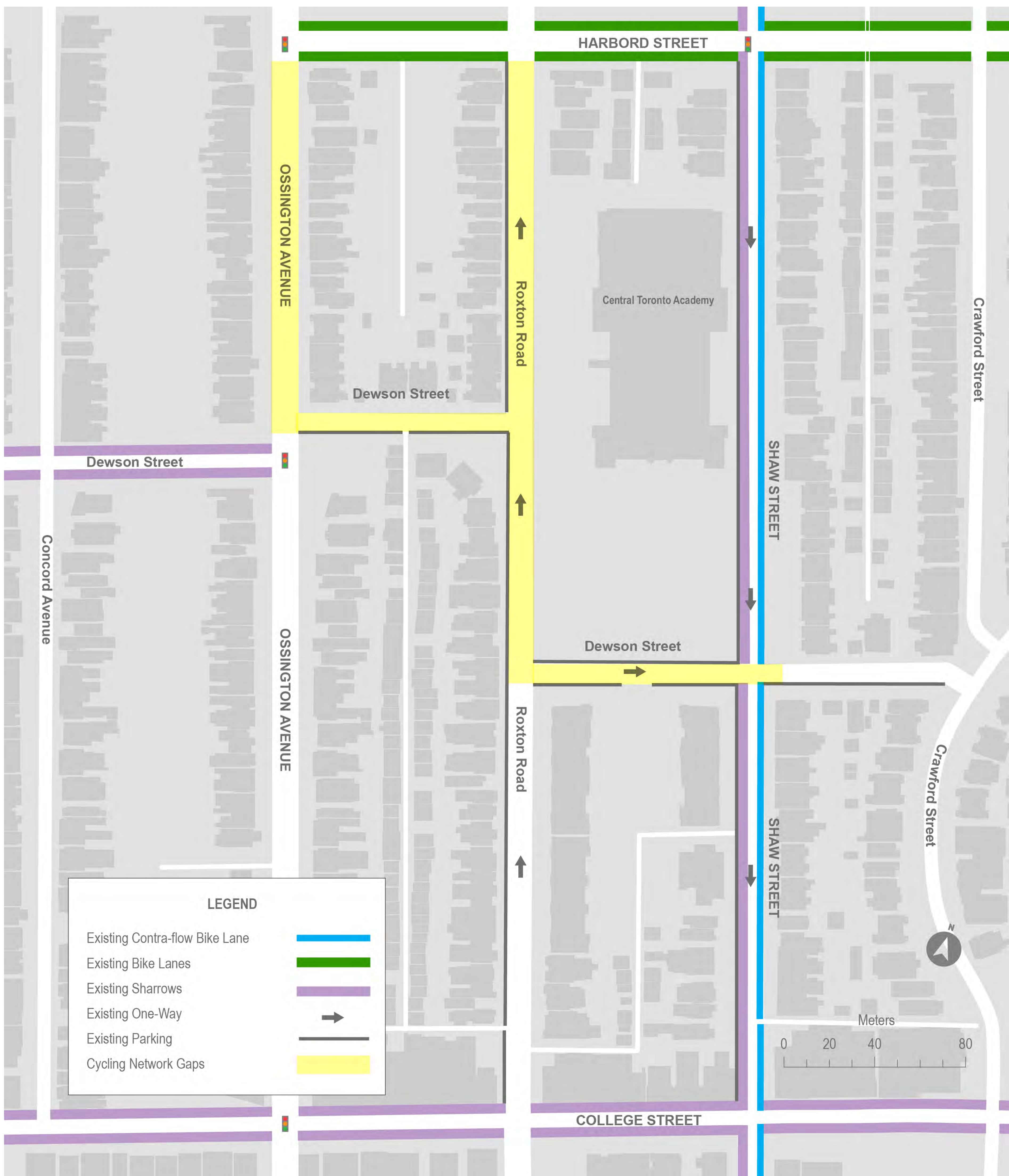
2019-2021 Cycling Network Plan Implementation Program Map in the area



Shaw Street is a Major City-Wide Cycling Route in the 2019 Cycling Network Plan

CYCLING NETWORK GAPS

There are no cycling facilities connecting the route on Dewson Street with the bikeways on Shaw Street & Harbord Street



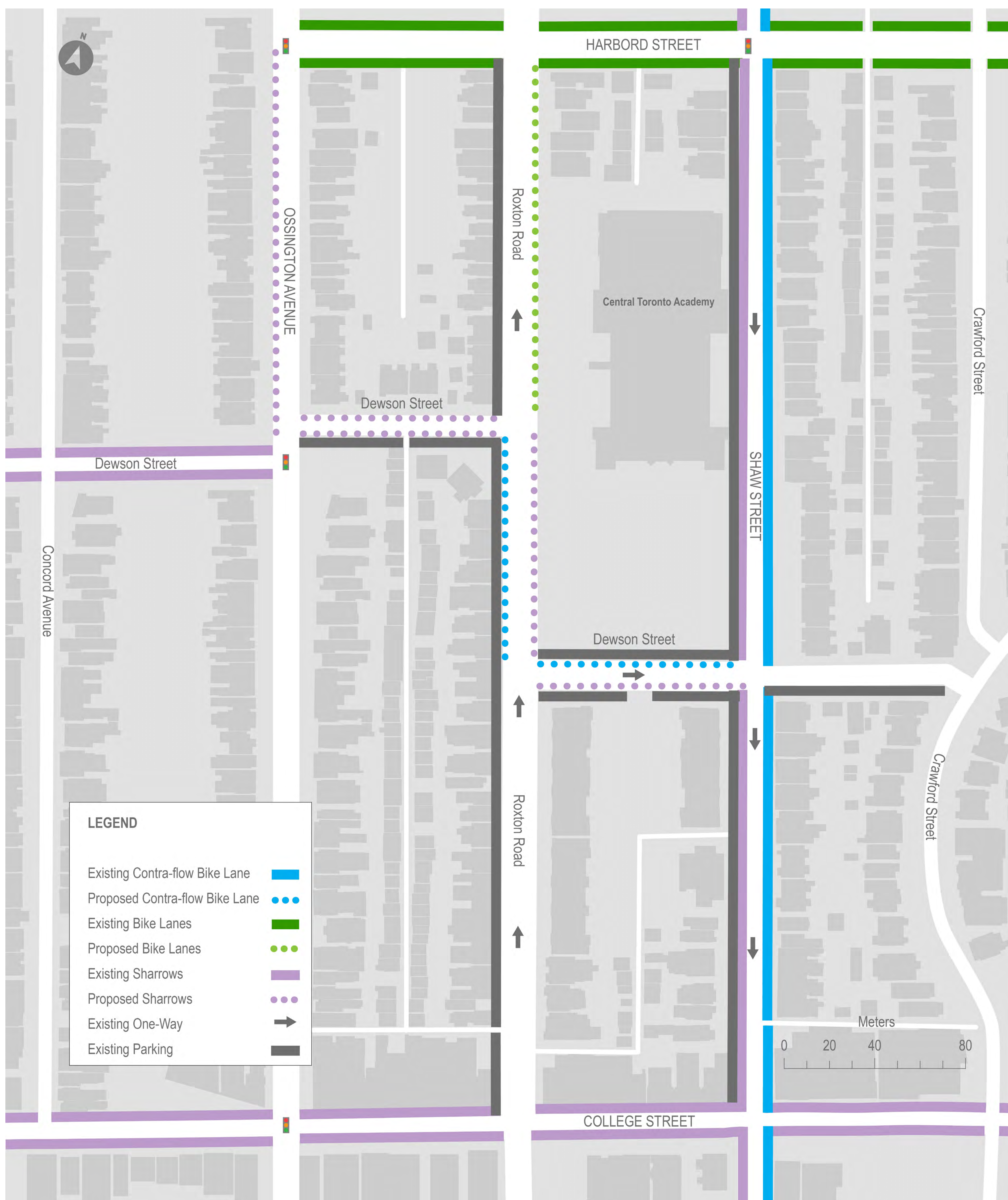
Yet, more than 3000 people cycle on Shaw Street and 3600 on Harbord Street every day. Improvements to the network will ensure more people have the option to cycle.

PROJECT GOALS AND PROPOSED CHANGES

Project Goals

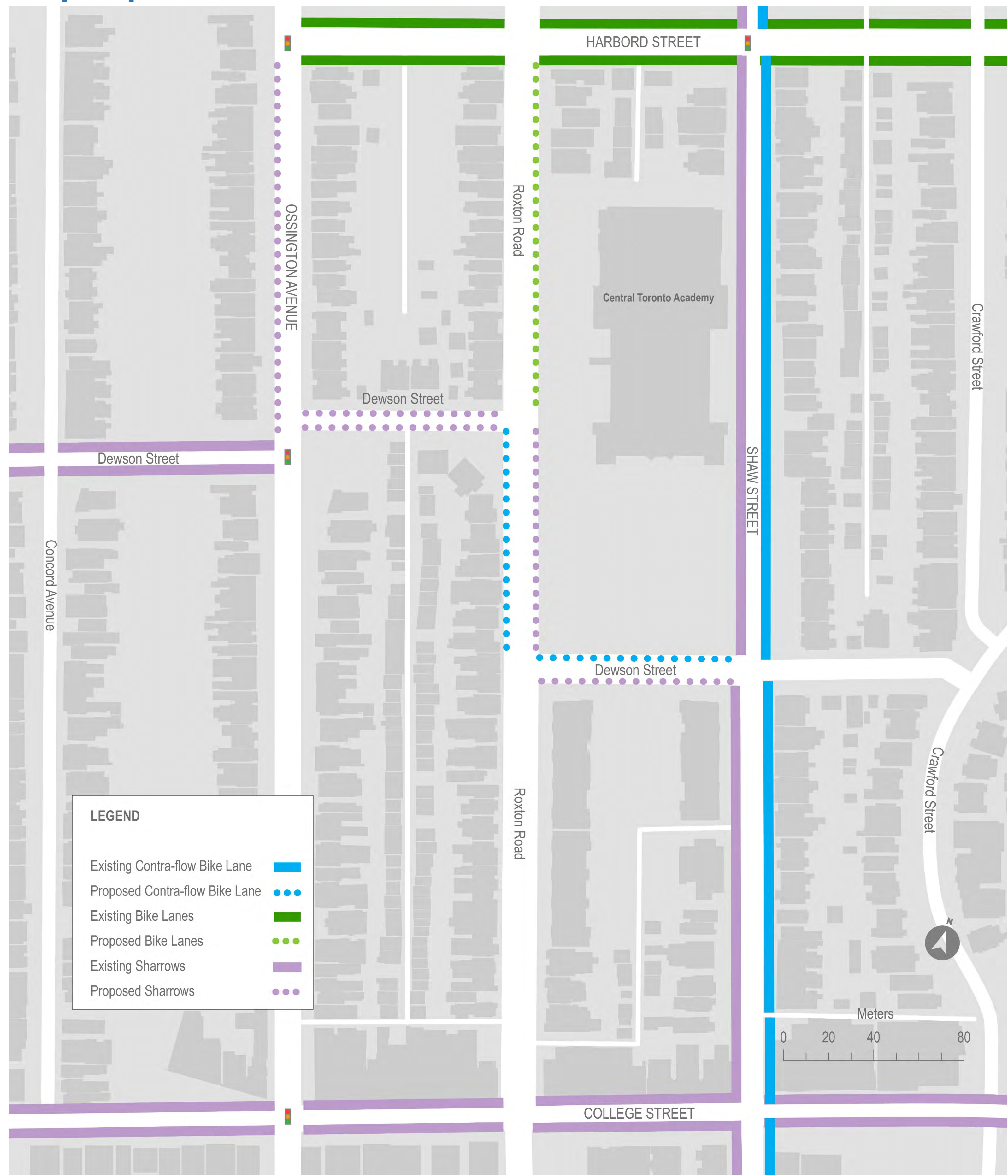
- 1. Improve safety for people walking, cycling and driving
- 2. Connect gaps in the cycling network
- 3. Maintain local access for people driving
- 4. Minimize impact to on-street parking

Proposed Changes



PROPOSED CYCLING ROUTES & FACILITIES

Bike Lanes, Contra-flow Bike Lanes and Shared Lanes are proposed for Dewson Street and Roxton Road



Bike Lanes



Designated bicycle lanes create dedicated space for people cycling. They are used when there is low to medium motor vehicle volumes and speeds.

Contra-flow Bike Lanes



Contra-flow bicycle lanes allow people cycling to legally travel in the opposite direction on a one-way street in a designated lane.

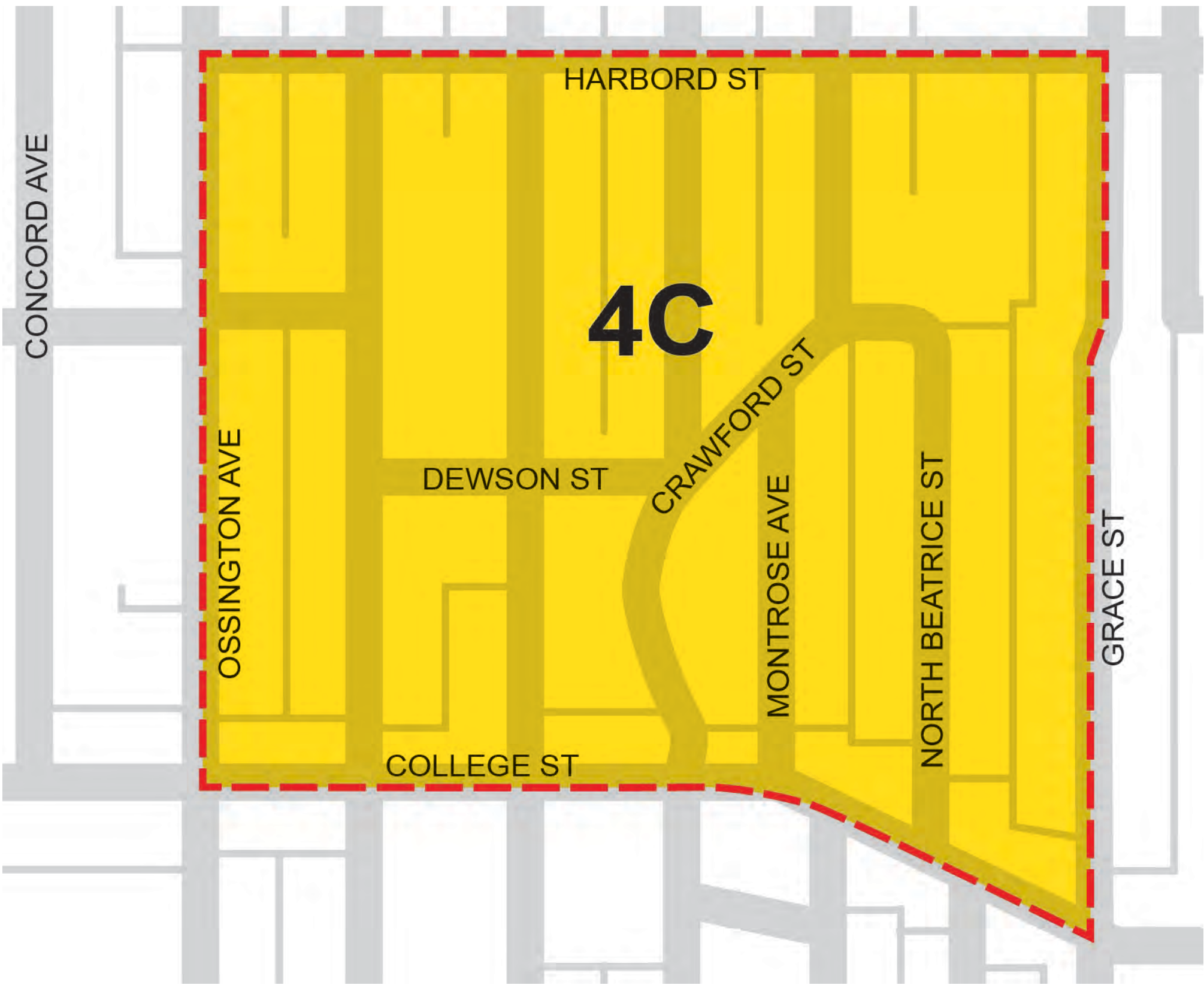
Shared Lanes



Share Lane Markings, or "Sharrows" are road markings used to indicate a shared environment for people cycling and driving.

ON-STREET PARKING DEMAND

Approximately 20-30% of on-street parking spaces are available on Dewson Street, Roxton Road, and in permit parking area 4C.

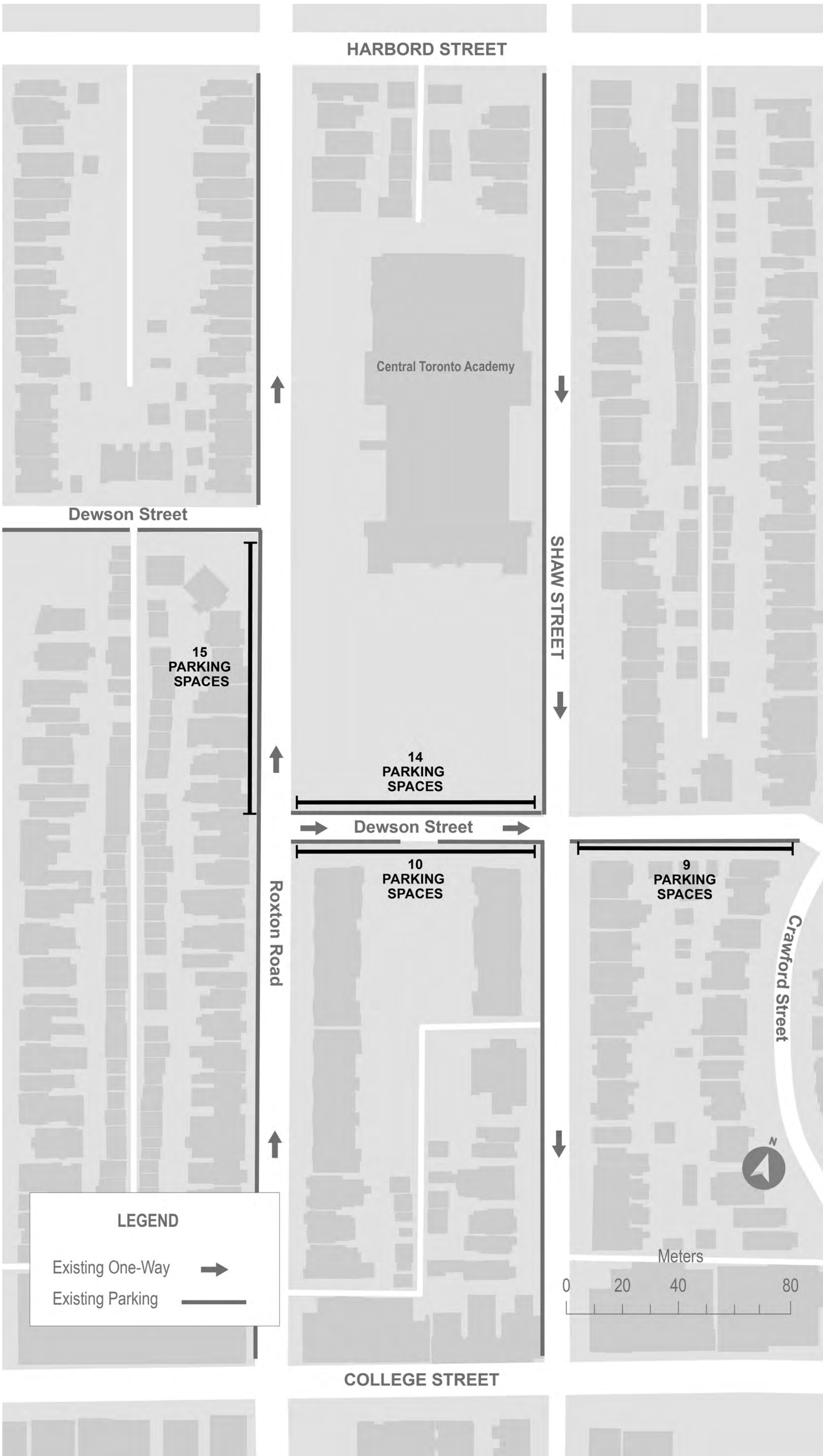


Permit Area 4C has parking spaces available

Permit area 4C has 365 parking spaces available and only 258 permit holders which means it is undersubscribed by nearly 30%. The number of parking permit holders with addresses on each of the affected streets is low compared to the available spaces.

Parking surveys show 65-92% use rate

Observed demand is higher, but spaces are still available. Observed demand represents the average and maximum of seven parking counts conducted in September 2019. Counts were conducted at various times during the week and day, including evenings.

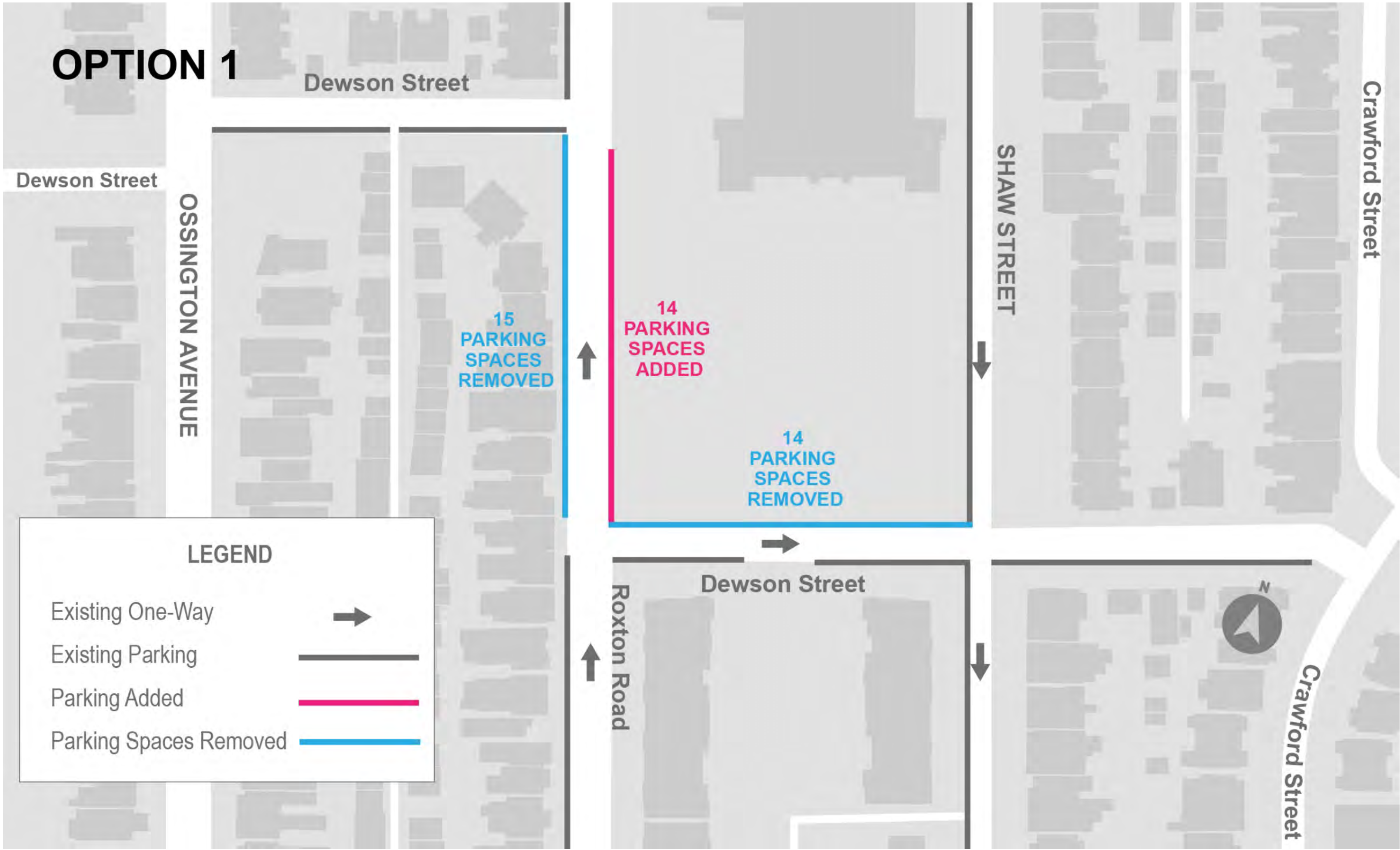


Observed	Parking Spaces Available	Number of Permit Holders	Average Demand	Average Use Rate	Maximum Demand	Maximum Use Rate
Roxton Road Dewson Street to Dewson Street (west side)	15	1	10	68%	13	87%
Dewson Street Roxton Road to Shaw Street (both sides)	24	1	19	80%	22	92%
Dewson Street Shaw Street to Crawford Street (south side)	9	2	6	65%	7	78%

DEWSON STREET OPTIONS

The proposed cycling connections will require changes to parking on Roxton Road and Dewson Street. Two options are proposed.

OPTION 1: Preferred



Dewson Street between Shaw Street and Crawford Street would be kept as it is.

OPTION 2: Alternate



Dewson Street between Shaw Street and Crawford Street is made one-way eastbound and parking would be added on the north side.

DEWSON STREET OPTIONS COMPARISON

What is the same between the options?

- On-street parking remains available
- Both options replace parking on the north side of Dewson Street between Roxton Road and Shaw Street with a contra-flow bike lane
- Gaps are filled in the cycling network
- One-way street direction on Roxton Road is unchanged
- One-way street direction on Dewson Street between Roxton Road and Shaw Street is unchanged

What is different between the options?

Options	Emergency services passable space target met	Net impact to parking spaces	Area 4C Permit Parking use rate after change	One-way and two-way streets
1. Preferred	Yes	- 15	74%	Unchanged
2. Alternate	No	- 5	72%	Dewson Street, between Shaw and Crawford Streets is made one-way eastbound



NEXT STEPS



TODAY and ONLINE – Submit your feedback by November 28th, 2019

- Paper Feedback Form (provided at this event)
- Online Feedback Form (visit www.toronto.ca/dewson)

December 2019 – City staff will report on the feedback received throughout the comment period, adjust the design based on findings and will finalize the proposed design

March 2020 – City staff will recommend a design to the Infrastructure and Environment Committee and City Council for consideration and approval

Summer/Fall 2020 – Installation of the approved design



Contact Us:

If you have any questions or concerns, feel free to contact:

Elysia Leung
Senior Public Consultation Coordinator

elysia.leung@toronto.ca

416-392-6505