



# IMPROVING SHAW STREET

## Welcome!

### DUPONT STREET to HARBORD STREET

#### PUBLIC DROP-IN EVENT

Thursday, November 21<sup>st</sup>, 2019  
6:00pm to 8:00pm

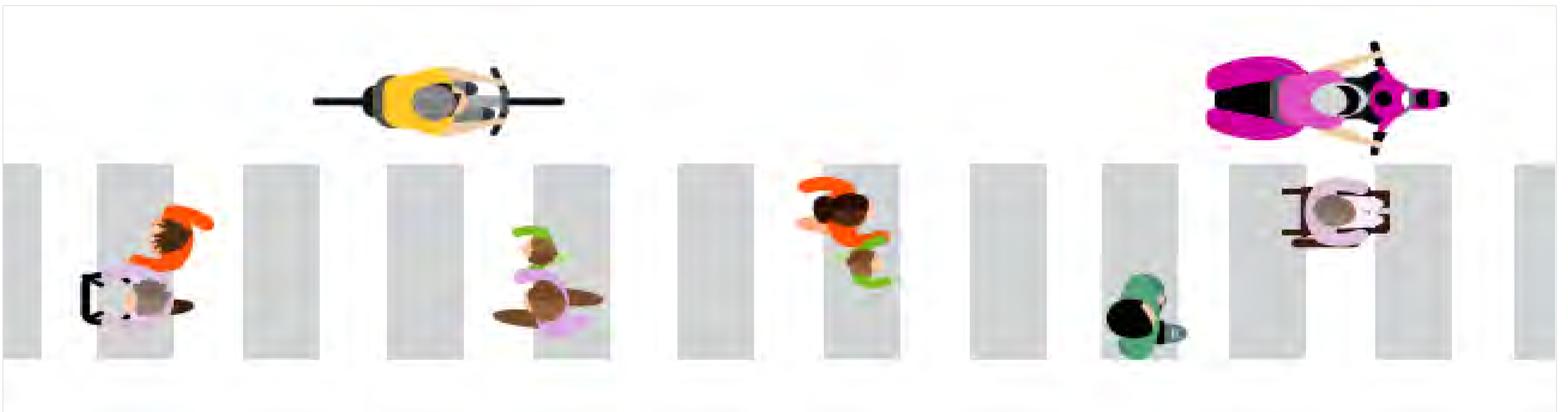


# PURPOSE OF TODAY'S DROP-IN EVENT

1. **Present options** to improve safety and movement for people living, walking, biking and driving on Shaw Street between Dupont Street and Harbord Street
2. **Outline the background, data and evaluation** for the options
3. **Share your comments and questions** directly with City staff



Please review the materials presented today and provide your feedback on the options.



All materials and a feedback form are online  
[toronto.ca/shaw](https://toronto.ca/shaw)

# WHY SUPPORT 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



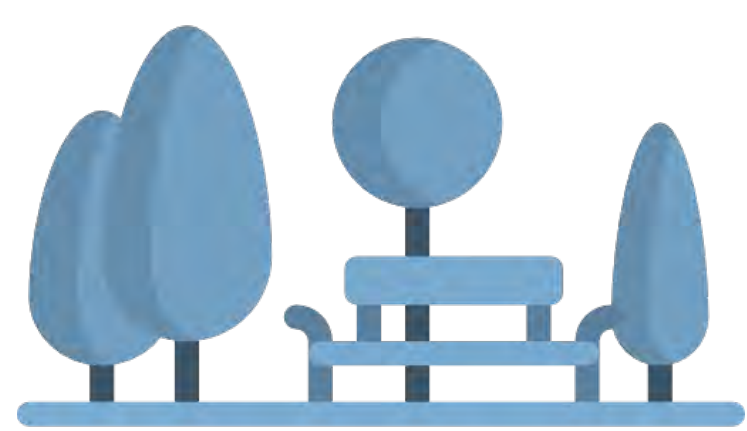
## Vision Zero Road Safety Plan

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 of our most vulnerable road users



## TransformTO: climate action strategy<sup>3</sup>

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



## Complete Streets Guidelines

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 motor vehicles

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



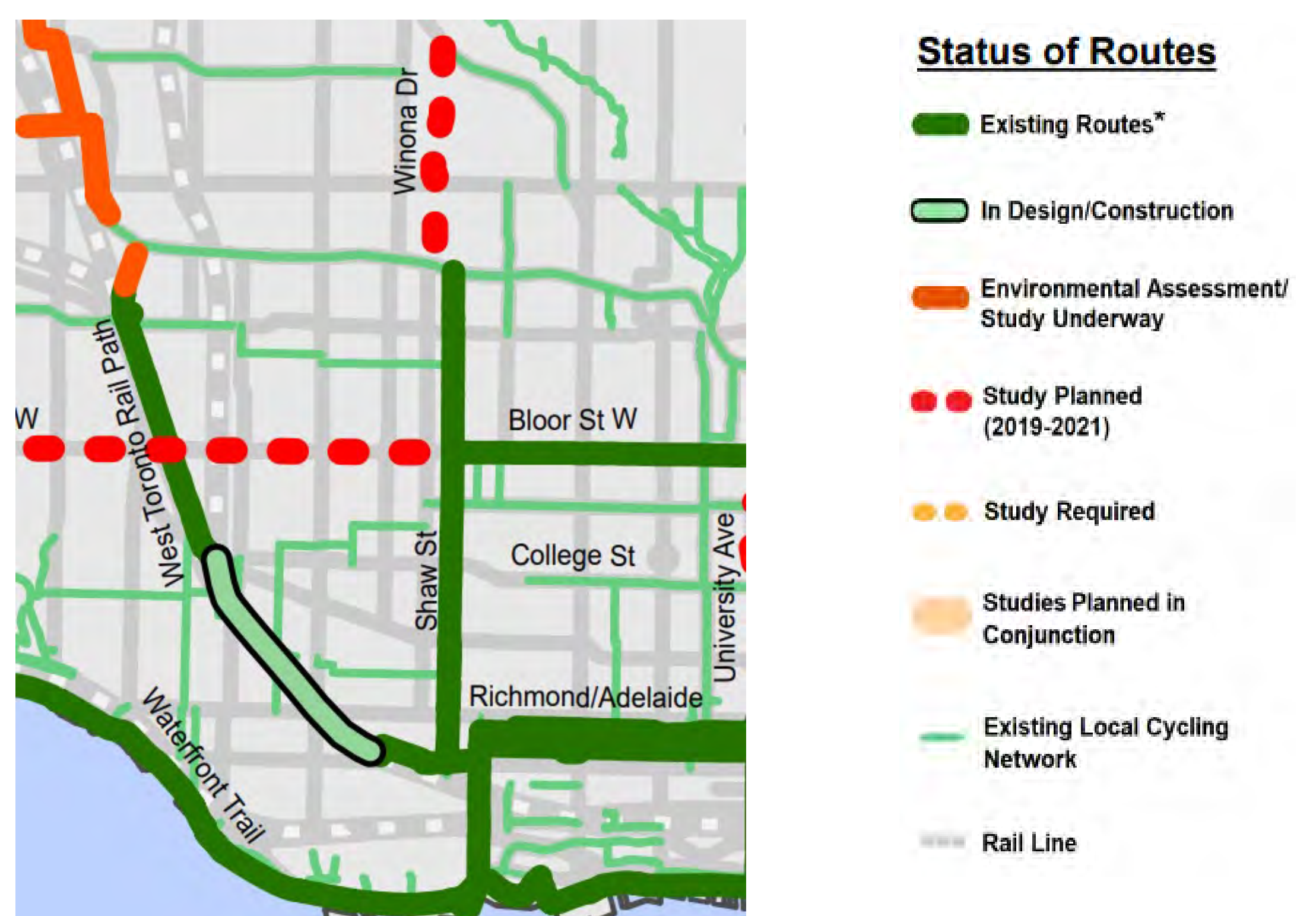
# BACKGROUND

## HOW DID WE GET HERE?

- 2013** Shaw Street contra-flow bike lane was installed  
Dupont Street to Dundas Street West along with bike lanes to the north and shared routes to the south
- 2015** Residents commented on the need to improve safety and traffic conditions and connect it to other destinations  
as part of Toronto's Cycling Network Plan consultations
- 2017** City counts show high use of the shared lane  
by people driving and cycling
- 2018** Residents noted neighbourhood traffic and parking issues  
Shaw Street between Bloor Street West and Dupont Street in a meeting with the Ward Councillor and City staff
- 2019** Shaw Street is named as a Major City-Wide Cycling Route  
in Toronto's Cycling Network Plan update
- 2019** Origin-Destination study found many people driving on Shaw Street as a cut-through route  
rather than driving to access local destinations



On Shaw Street today, people riding bikes share the southbound lane with motor vehicles



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



# WHY PROPOSE CHANGES NOW?

## 2020 Shaw Street is scheduled for resurfacing

between Dupont Street and Dewson Street, which presents an opportunity to improve traffic operations and safety conditions on the street

## 2020 Bloor West Bikeway Extension is planned for next year

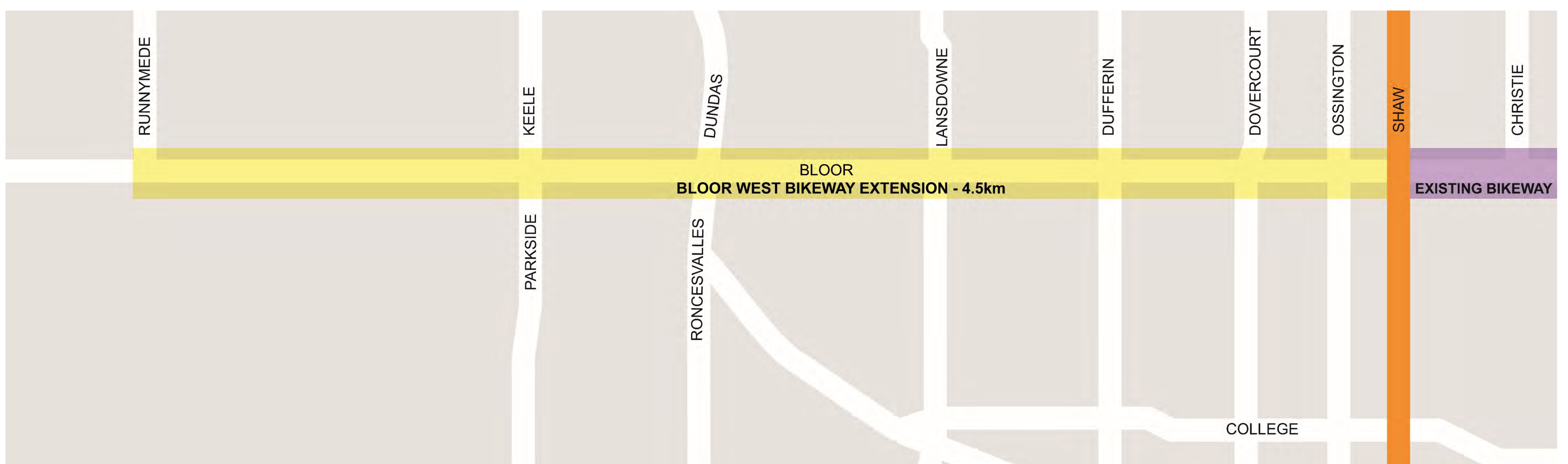
which is anticipated to increase the number of people cycling on Shaw Street, and may increase the number of people driving looking for cut-throughs



Shaw Street between College Street and Harrison Street was resurfaced in August 2019



The extension of the Bloor Street West Bike Lanes are being studied and designed in 2019-2020, for installation in 2020



Map of the Bloor West Bikeway Extension and Shaw Street

For more information visit: [Toronto.ca/bloorwestbikeway](https://toronto.ca/bloorwestbikeway)



# PROJECT GOALS AND AREAS

## Project Goals

- 1. Improve safety for people walking, cycling and driving by:
  - Reducing conflicts between different modes of travel
- 2. Reduce neighbourhood traffic infiltration, but maintain local access for people driving
- 3. Minimize impact to on-street parking

## Project Areas





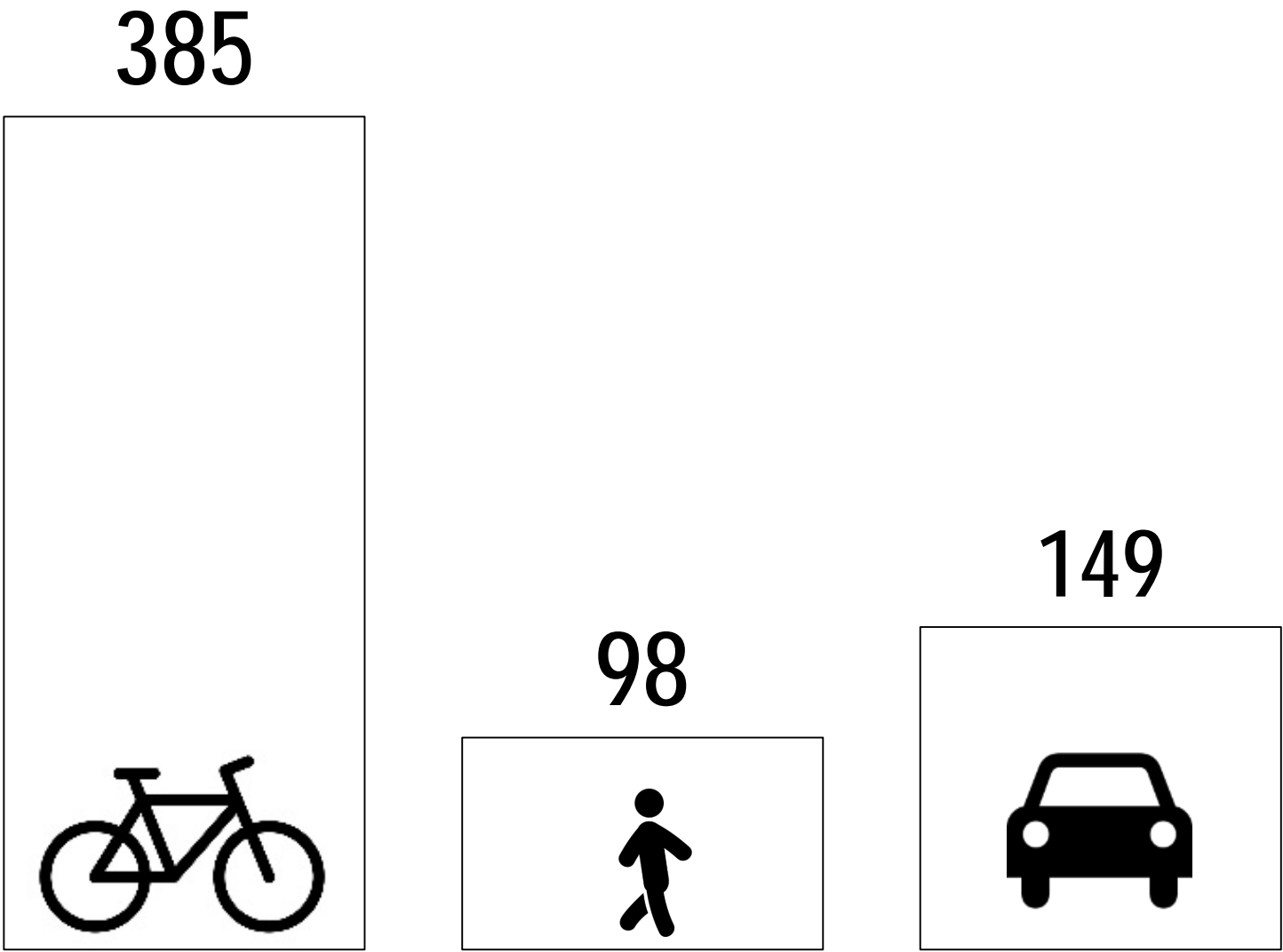
# WALKING AND CYCLING – DUPONT TO HARBORD

## SHAW STREET TODAY

75%

of people bike or walk on Shaw Street during the morning rush hour

Morning Rush Hour On Shaw St at Irene Ave  
October 2019



### There are more than 3000 people cycling per day

Shaw Street is one of Toronto’s busiest cycling corridors and has more than 300 people cycling in one hour during the morning rush (Data from counts conducted 2016-2019)



### There are many people walking on Shaw Street

Destinations include neighbourhood schools, community centres, TTC, and retail on Bloor Street West and Dupont Street.



### 21% of people who live nearby ride bikes to work or school

Nearby neighbourhoods range from 14% to 29% cycling mode share. (Data from Statistics Canada)



Many people walk and cycle on Shaw Street



# PARKING DEMAND – DUPONT TO BLOOR

## SHAW STREET TODAY

### 10-25% of on-street parking spaces are available

Permit parking and survey data show that parking is undersubscribed on Shaw Street. There is more parking available for residents on the intersecting 11 local streets between Bloor Street and Dupont Street.



### Permit Parking Demand


|                               | Parking Spaces Available | Permit Holders | % of Permit Spaces Available |
|-------------------------------|--------------------------|----------------|------------------------------|
| Shaw Street                   | 118                      | 85             | 18%                          |
| 11 Intersecting Local Streets | 332                      | 217            | 35%                          |
| Permit Area 3L                | 605                      | 478            | 21%                          |

Permits are primarily for residents to park their own vehicles overnight on the street.



There are 118 parking spaces on the east side of Shaw Street, with an average surveyed use of 77%

### Surveyed Parking Demand



|             | Parking Spaces | Average Demand | Spaces Available Based on Average Demand (%) | Maximum Demand | Spaces Available Based on Maximum Demand (%) |
|-------------|----------------|----------------|--|----------------|--|
| Shaw Street | 118            | 90.5           | 23%  | 106            | 10%  |

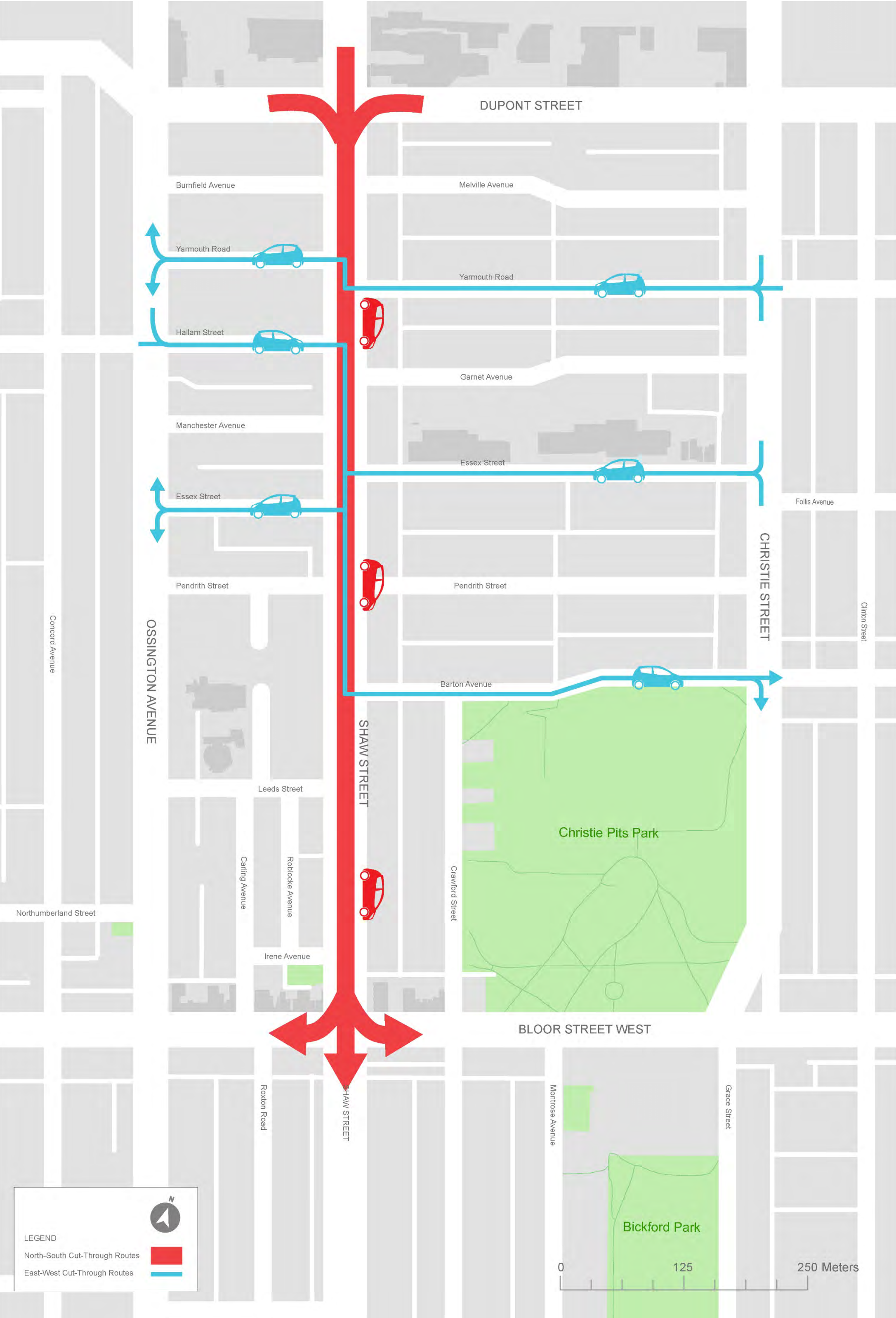
Seven parking surveys were conducted in September 2019 during the weekday and weekend, evenings, night and during the day. Average parking demand ranged from 67% to 80% use of on-street parking on all blocks. Maximum demand ranged from 85%-100% use of on-street parking on all blocks. People from the neighbourhood and outside of the neighbourhood use Shaw Street at different times of the day and week, which is why survey data is important.



# DRIVING VOLUME – DUPONT TO BLOOR

## SHAW STREET TODAY

### Cut-Through Routes on Shaw Street



20-30% of southbound drivers are using Shaw Street as a cut-through

21% of the vehicle traffic in the morning peak period, and 30% in the afternoon peak period is using Shaw Street as a north-south cut-through rather than as a way to access local destinations.

East-west cut throughs, such as Hallam Street to Barton Avenue, were not measured, but would also account for a noticeable portion of the vehicle volumes.

### Motor Vehicle Volumes, 2016-2019

| Location | Date          | Peak Hour | Off Peak |
|----------|---------------|-----------|----------|
| Dupont   | 28-Apr-16, Th | 185       | 105      |
| Dupont   | 5-Sep-19, Th  | 182       | 113      |
| Yarmouth | 23-Nov-17, W  | 224       | 127      |
| Pendrith | 23-Nov-17, W  | 218       | 92       |
| Bloor    | 22-Jun-17, Th | 177       | 120      |
| Bloor    | 26-Jan-19, Sa | n/a       | 148      |
| Bloor    | 5-Sep-19, Th  | 145       | 139      |
| Bloor    | 1-Oct-19, Tu  | 149       | n/a      |
| Average  |               | 183       | 121      |

People use Shaw Street as a cut-through route to avoid Ossington Avenue, and Christie Street, for example.



In the morning peak hour, there can be more than 200 motor vehicles using Shaw Street. The average peak hour count on Shaw Street is 183.




# CONFLICTS – DUPONT TO BLOOR

## SHAW STREET TODAY

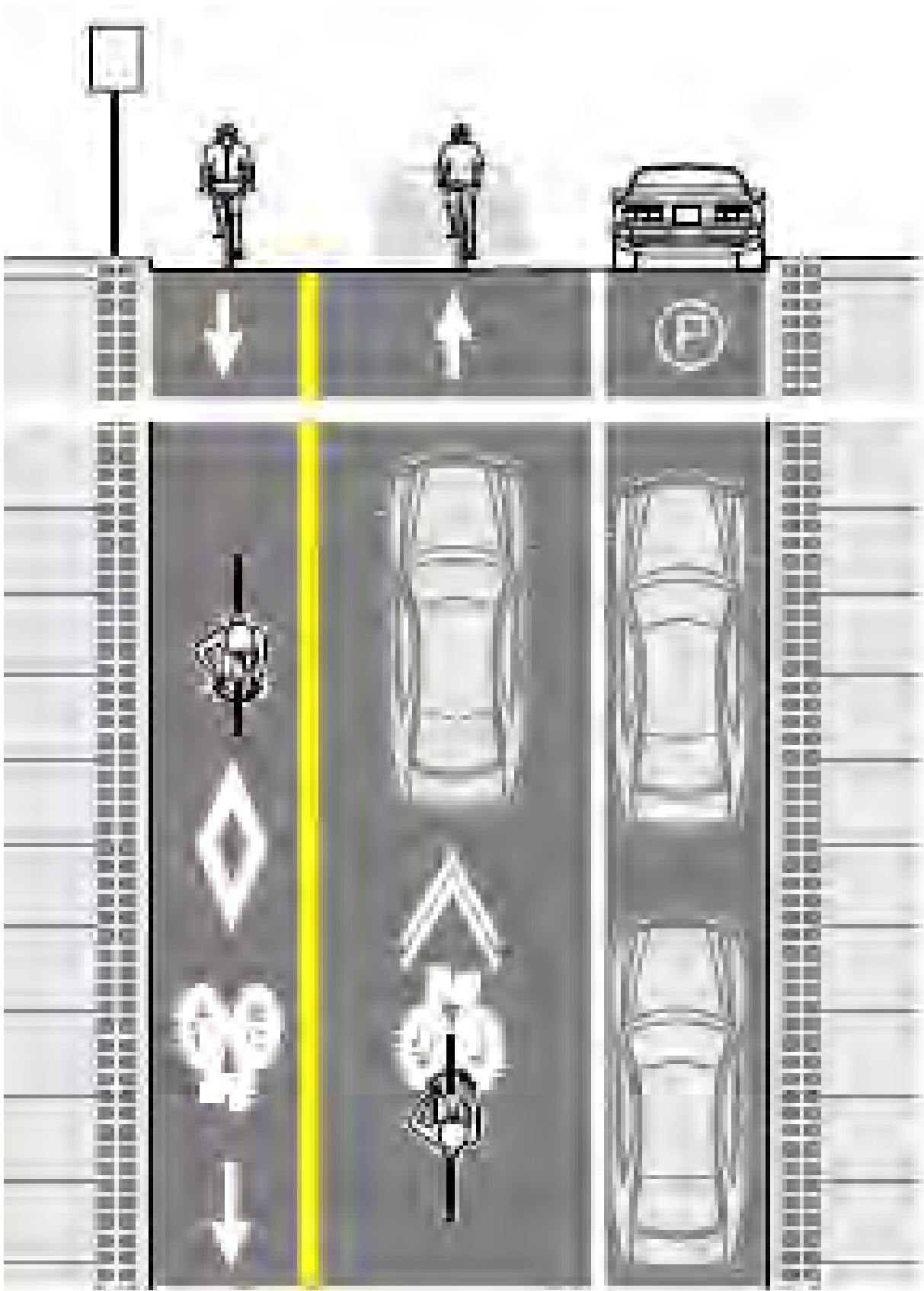
There are too many drivers for a shared lane of people driving and cycling on Shaw Street, but there isn't space for a dedicated cycling facility



| Peak Hour   |                     |                               |             |
|---|---------------------|-------------------------------|-------------|
|   | Shaw Street Average | Max. target for a Shared Lane | Over Target |
|  | 183                 | 75                            | 144%        |

The City of Toronto's draft design guidelines set 75 cars in the peak hour as the max for a shared lane. This target is exceeded in on Shaw Street in both the peak (183) and off-peak (121) hours.

## People driving cross the contra-flow lane to park



The preferred design separates the contra-flow bike lane and parking





# SAFETY CHALLENGES – DUPONT TO BLOOR

## SHAW STREET TODAY

### 82 collisions in five years

Between 2014 and 2018, there have been **82 collisions** on Shaw Street between Dupont Street and Bloor Street West, including 12 with people riding bicycles and two people walking. Of the 82 collisions, **22% resulted in an injury**.

### People feel unsafe walking and cycling

The City has received safety concerns including speeding, running stop signs, and high vehicle volumes. Key locations including crossings points at Yarmouth Road, Hallam Street, Essex Street, and Pendrith Street.

VISIONZERO



Drivers often pass cyclists by entering the contra-flow bike lane



It is difficult for people driving and cycling to see each other with parking so close to intersections



High volumes of drivers on Shaw Street make it difficult for people to cross on foot, merge and cycle comfortably



When people cycling feel unsafe on the roadway, they sometimes ride on sidewalks, causing conflicts with pedestrians



# OPTION 1 – DIRECTION CHANGE at HALLAM and LEEDS

## SHAW STREET – DUPONT TO BLOOR

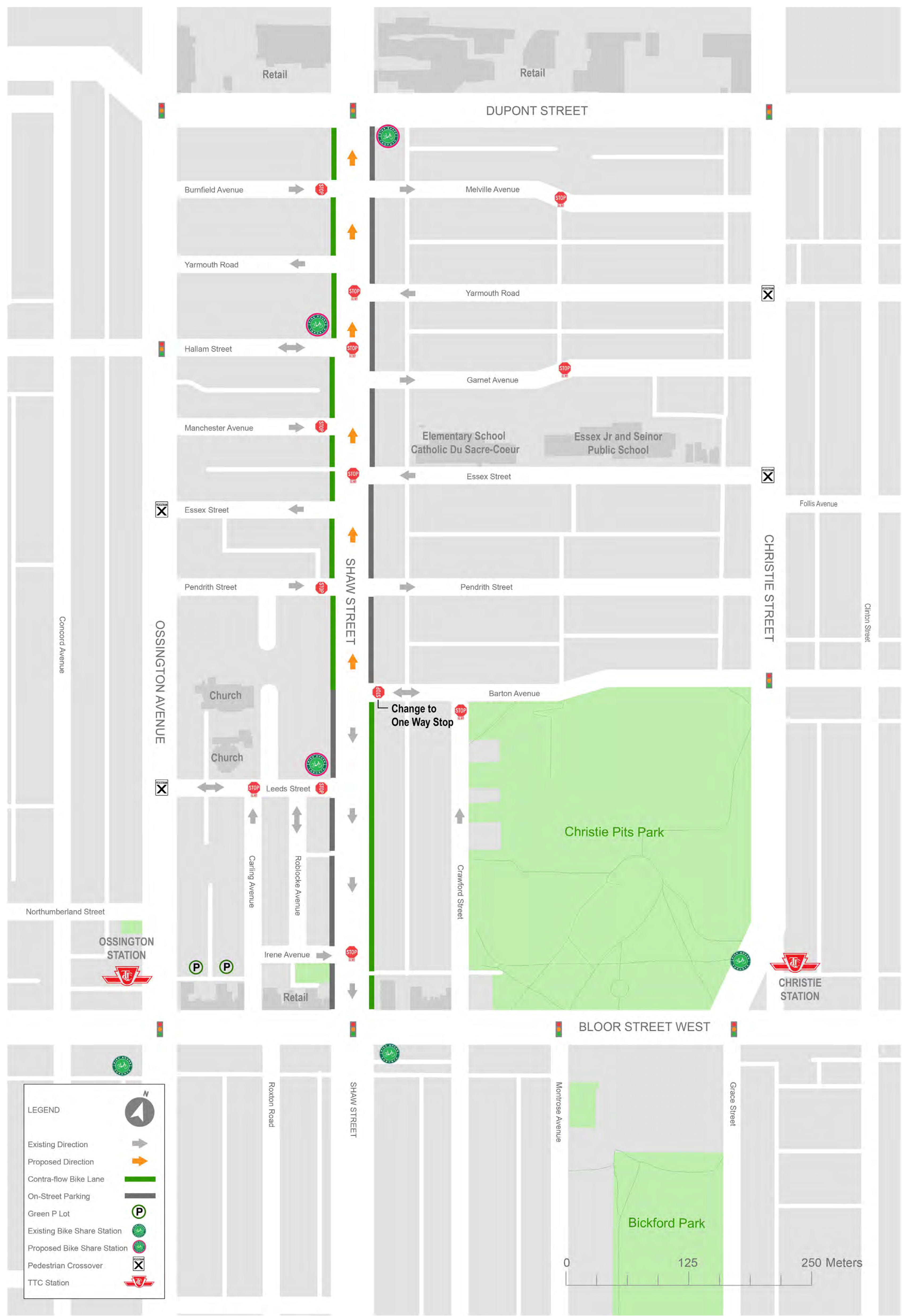


The shared lane between motor vehicles and people on bicycles changes directions at Hallam Street and Leeds Street. Leeds Street from Shaw Street to Roblocke Avenue is made one-way westbound. 104 on-street parking spaces would be available on Shaw Street, 14 fewer than today.



# OPTION 2 – DIRECTION CHANGE at BARTON

## SHAW STREET – DUPONT TO BLOOR



The shared lane between motor vehicles and people on bicycles changes directions at Barton Avenue, where the stop sign is changed to one way. 109 on-street parking spaces would be available on Shaw Street, 9 fewer than today.



# OPTION 3 – DIRECTION CHANGE at YARMOUTH, ESSEX and LEEDS

## SHAW STREET – DUPONT TO BLOOR

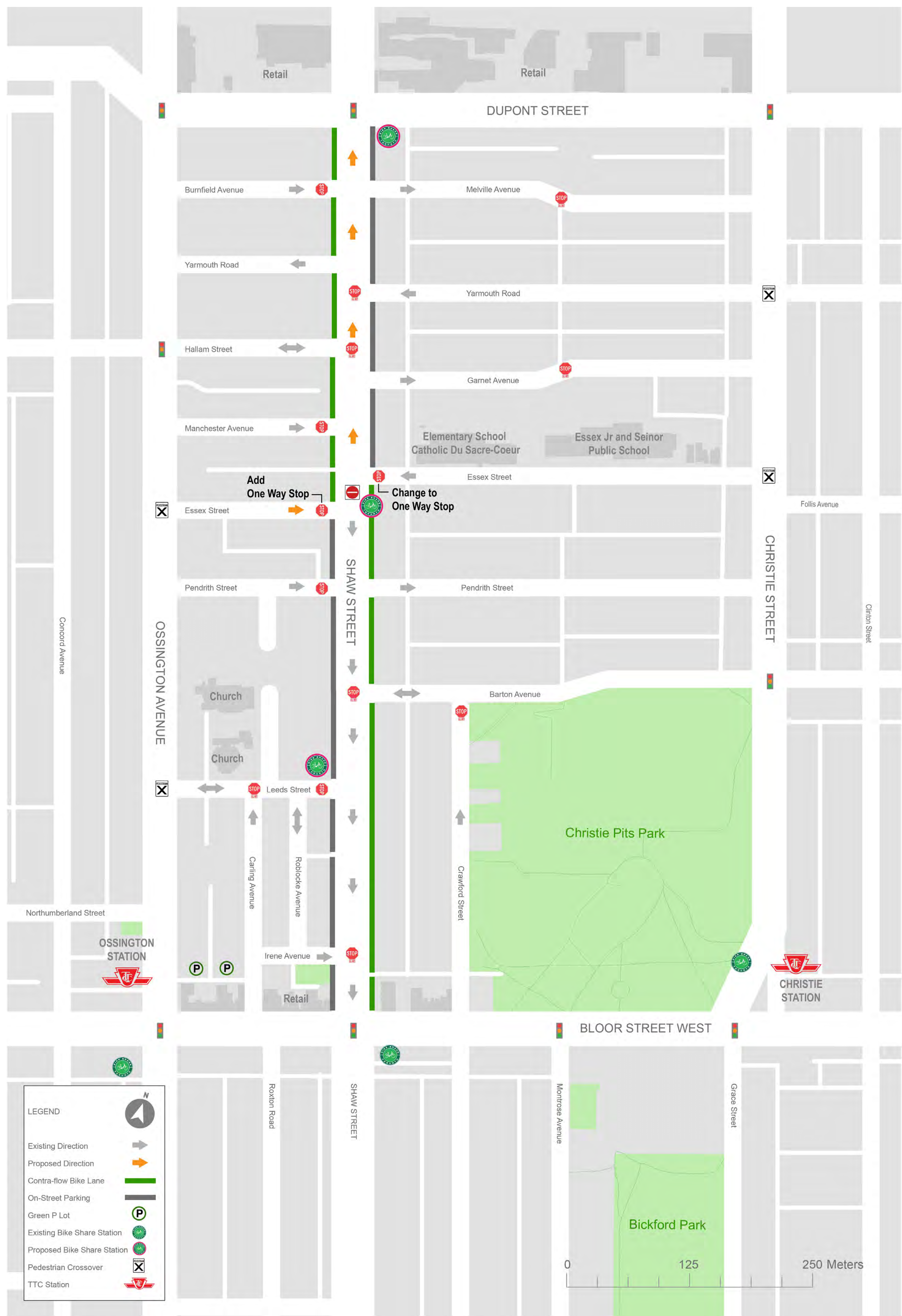


The shared lane between motor vehicles and people on bicycles changes directions at Yarmouth Road, Essex Street and Leeds Street. 102 on-street parking spaces would be available on Shaw Street, 16 fewer than today.



# OPTION 4 – MANAGED ACCESS AT ESSEX

## SHAW STREET – DUPONT TO BLOOR

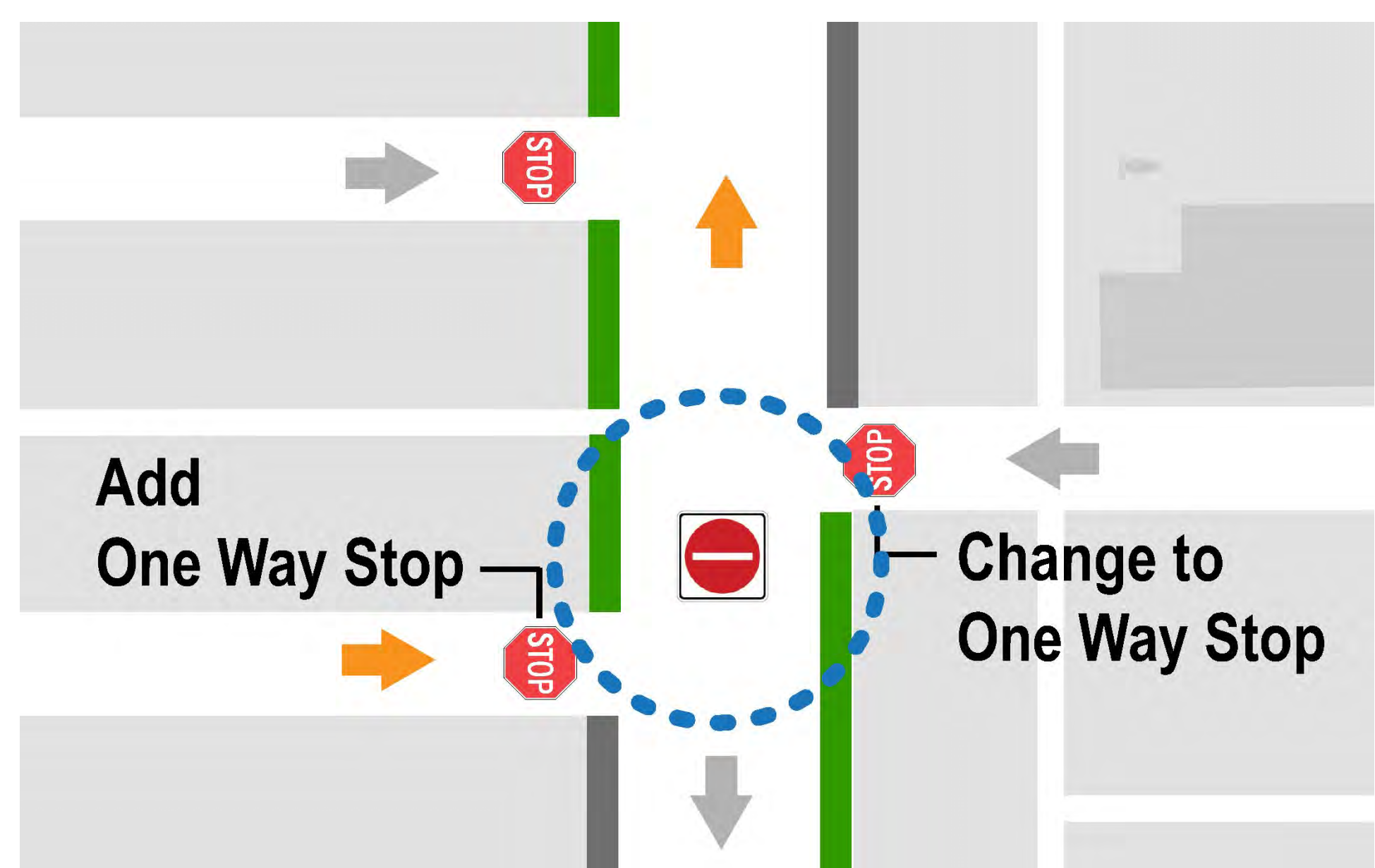


The shared lane between motor vehicles and people on bicycles changes directions at Essex Street, where access is restricted for people driving. People walking and cycling are allowed through. 100 on-street parking spaces would be available on Shaw Street, 18 fewer than today.



# OPTION 4 DETAIL – MANAGED ACCESS AT ESSEX

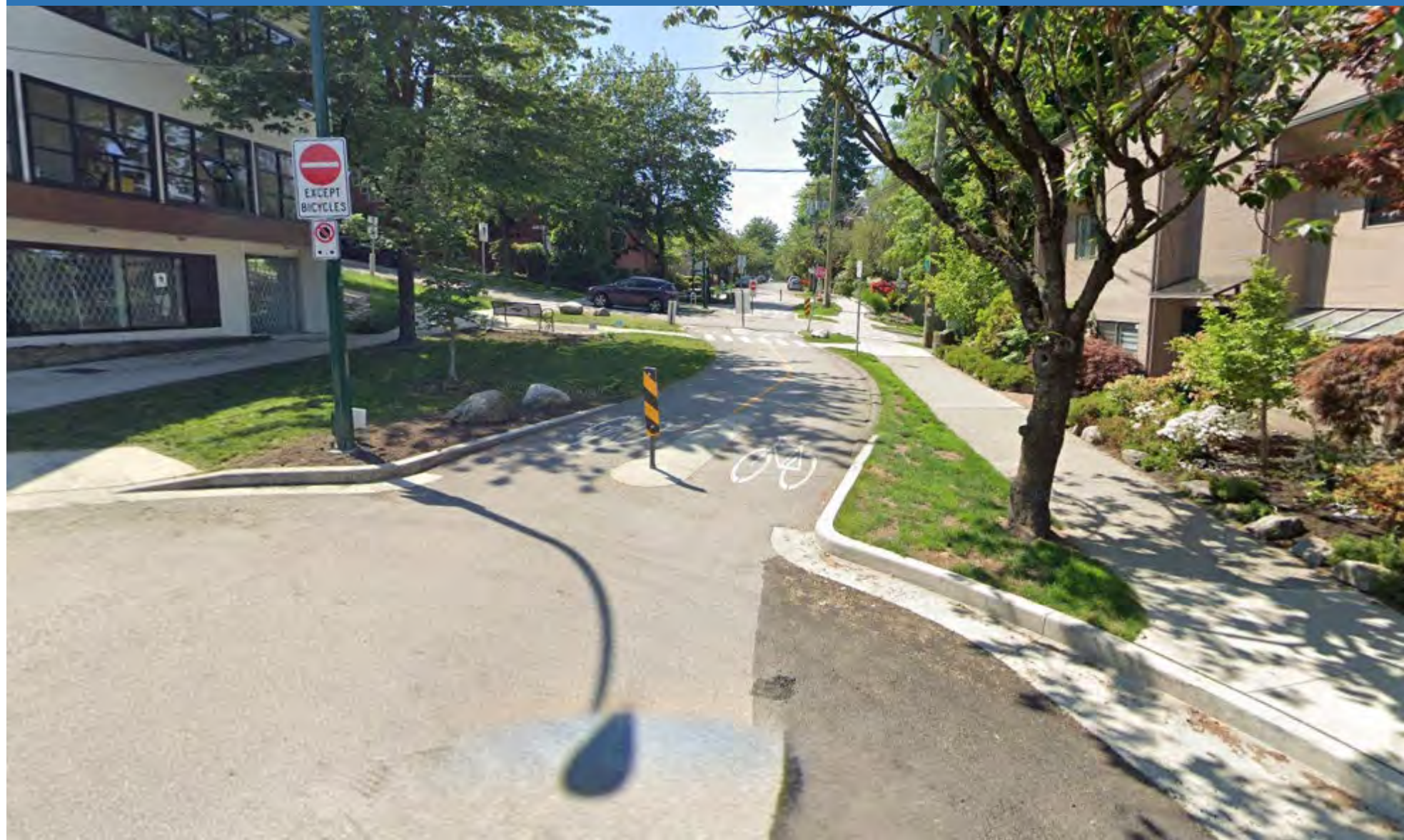
## SHAW STREET – DUPONT TO BLOOR



- Between Essex Street east and west, this option would:
- Maintain driveway access
  - Manage access with planters, Bike Share Station and benches in 2020
  - Allow for permanent parkette in future years

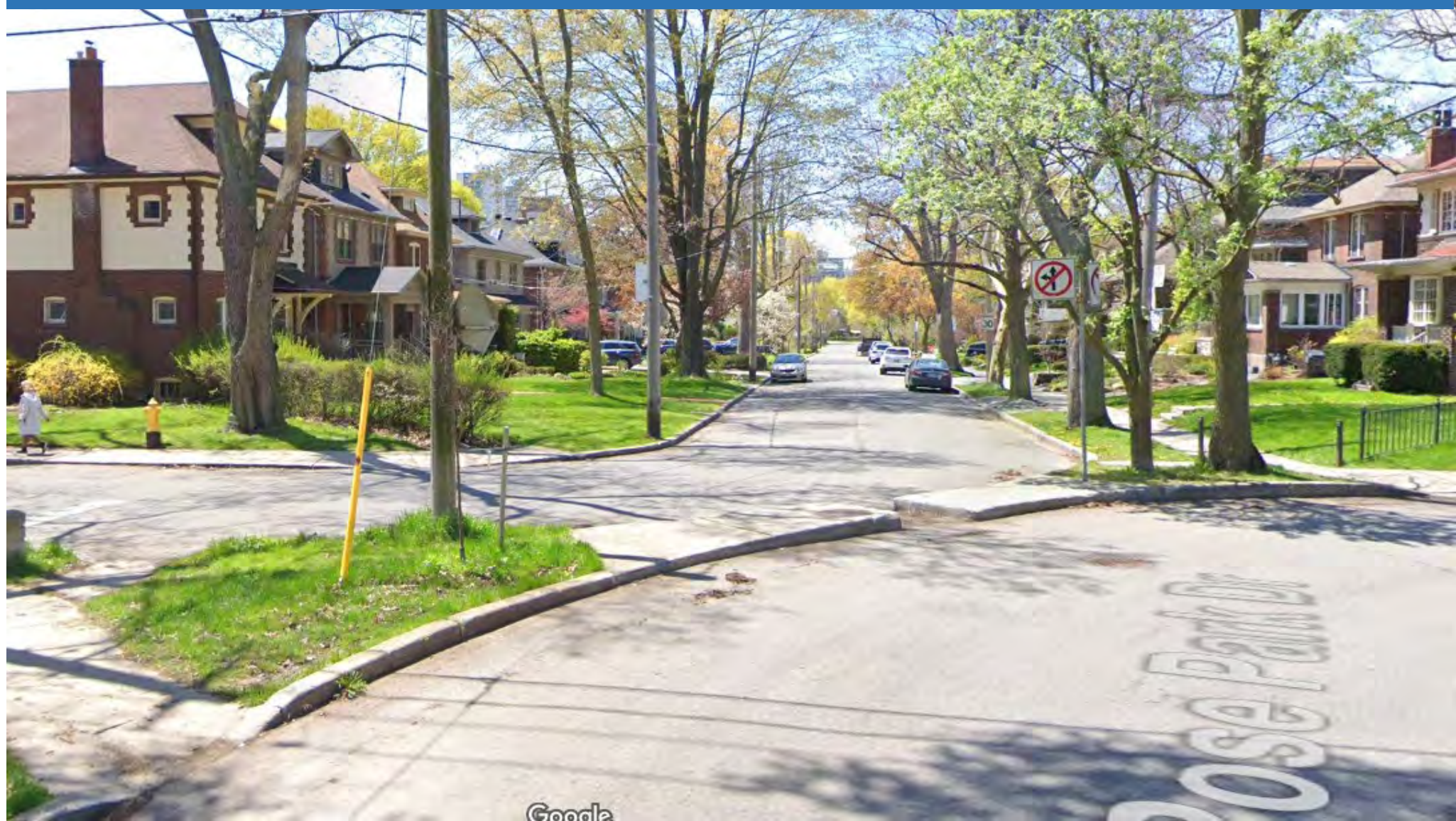
### Examples of Managing Access

Seventh Avenue, Vancouver, BC



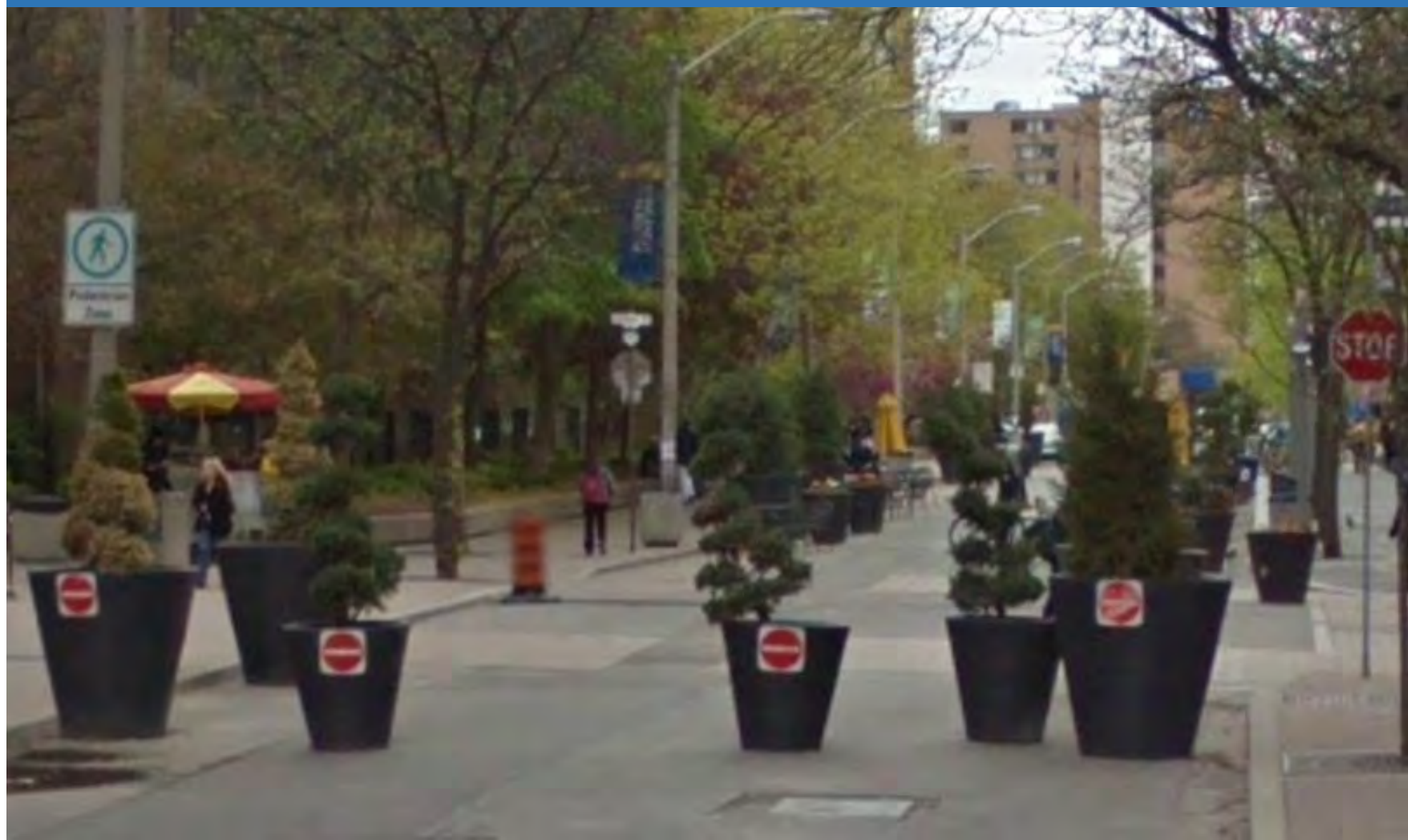
Bi-directional bikeway connection is closed to drivers but allows emergency vehicles through

Clifton Road and Rose Park Drive, Toronto



Forced turns for drivers at an intersection that allows people walking and cycling through

Gould Street, Toronto



Accessed managed with temporary planters

Felstead Avenue, Toronto



Trees planted mid-block



# OPTIONS COMPARISON

## SHAW STREET – DUPONT TO BLOOR

### All options would

- Refresh or upgrade pedestrian crossings to improve visibility of people walking
- Place parking and contra-flow bike lanes on the opposite sides of the street
- Set parking back from corners to maintain or improve sight lines
- Add Bike Share stations
- Maintain existing accessible parking and loading spaces or change to the other side
- Refresh speed humps in the same locations
- Eliminate wrong way driving on Shaw Street between Yarmouth Road east and west

### Options Comparison

| Options                                   | Reducing Cut-Through Driving | Estimated Parking Space Impact | Other   |
|---|------------------------------|--------------------------------|---|
| 1. Reversals at Hallam & Leeds            | Moderate                     | - 14                           | Allows eastbound cut-through via Barton-Hallam  |
| 2. Reversal at Barton                     | Low                          | - 9                            | One direction change; allows westbound cut-through via Barton-Hallam, but not via Essex-Essex |
| 3. Reversals at Yarmouth, Essex and Leeds | High                         | - 16                           | Added complexity with multiple changes in direction   |
| 4. Managed Access at Essex                | Moderate-High                | - 18                           | One direction change; opportunity to create neighbourhood parkette                            |

The following were considered in rating the volume of cut-through traffic:

- a) Number of reversals,
- b) Number of cut-through routes eliminated, and
- c) Perceived convenience and desirability of Shaw Street as a driving route



# SHAW STREET TODAY – BLOOR TO HARBORD

There are too many drivers for a shared lane of people driving and cycling on Shaw Street, but there isn't space for a dedicated cycling facility



A high number of people driving and cycling share the southbound lane on Shaw Street

Motor Vehicles Volumes, 2017-2019


| Location | Date           | Peak Hour | Off Peak |
|----------|----------------|-----------|----------|
| Bloor    | 26-Jan-19, Sa  | n/a       | 114      |
| Bloor    | 10-Jan-18, We  | 166       | 84       |
| Bloor    | 22-Jun-17, Th  | 141       | 95       |
| Bloor    | 21-Jun-17, We  | 127       | 91       |
| Bloor    | 20-Jun-17, Tu  | 126       | 111      |
| Bloor    | 15-Jun-17, Th  | 124       | 98       |
| Harbord  | 1-Aug-19, Th   | 135       | 91       |
| Harbord  | 17-Jul-19, Wed | 111       | 59       |
| Average  |                | 133       | 93       |



TORONTO



TORONTO  
ON-STREET  
BIKEWAY  
DESIGN  
GUIDE

| Peak Hour   |                     |                               |             |
|---|---------------------|-------------------------------|-------------|
|   | Shaw Street Average | Max. target for a Shared Lane | Over Target |
|  | 133                 | 75                            | 77%         |

The City of Toronto's draft design guidelines set 75 cars in the peak hour as the max for a shared lane. This target is exceeded in on Shaw Street in both the peak (133) and off-peak (93) hours.



# SHAW STREET – BLOOR TO HARBORD – OPTIONS

The direction of Shaw Street from Bloor to Harbord is reversed to improve safety and comfort of people cycling by reducing vehicle volumes

## OPTION 1



Both Shaw Street and Roxton Road change direction for driving between Bloor Street West and Harbord Street

## OPTION 2



Only Shaw Street changes direction for driving between Bloor Street West and Harbord Street

## Both options would

- Change the direction of driving on Shaw Street to northbound to reduce the volume of drivers using Shaw Street as a cut-through route
- Not change the number of parking spaces on Shaw Street, when it changes sides
- Keep parking and contra-flow bike lanes on the opposite sides of Shaw Street
- Not change parking on Roxton Road, alternating sides for half the month
- Maintain existing accessible parking spaces but on the other side of the street
- Refresh speed humps in the same location



# MONITORING AND EVALUATION

## HOW WOULD THE CITY DETERMINE PROJECT SUCCESS?

Once construction is finished, the project is not yet complete.

It takes time for people to adjust to change.

In six months to one year, the City would:

- Observe the new behaviour
- Conduct new traffic counts, on Shaw Street, affected streets and laneways
- Evaluate before and after conditions

If there are still operational challenges, the City would consider:

1. Adding or adjusting turn- or through-restrictions
2. Increasing parking set backs to improve sight lines
3. Adding speed humps
4. Adding "Watch Your Speed" signs
5. Implementing 1hr parking restrictions for non-permit holders



# SHAW STREET

## NEXT STEPS



**TODAY and ONLINE** – Submit your feedback by December 5<sup>th</sup>, 2019

- Paper Feedback Form (provided at this event)
- Online Feedback Form (visit [www.toronto.ca/shaw](http://www.toronto.ca/shaw))

**December 2019** – City staff will post a summary of the feedback received throughout the comment period on the project website

**December – January 2019** – City Staff will refine and finalize the design

**March 2020** – City Staff will recommend a design to Infrastructure and Environment Committee and City Council

**Summer/Fall 2020** – The Council-approved design will be installed as part of the road resurfacing



### Contact Us:

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

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