

NEW BIKE LANES ON DOURO ST. & WELLINGTON ST. W. PUBLIC CONSULTATION

Online at
toronto.ca/douro-wellington

Public Drop-in Event:
Monday, 9, December, 2019. 6 p.m. to 8 p.m.
Trinity Recreation and Community Centre
(155 Crawford St)



PURPOSE OF THIS PUBLIC CONSULTATION

1. **Present options** to improve safety and movement for people walking, biking and driving on:
 - a) Douro Street between King Street West and Strachan Avenue
 - b) Wellington Street West between Strachan Avenue and Niagara Street
2. **Outline the background, data and evaluation** for the options
3. **Receive comments and respond to questions** from the public



Please review these panels and provide your comments using the feedback form at toronto.ca/douro-wellington

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

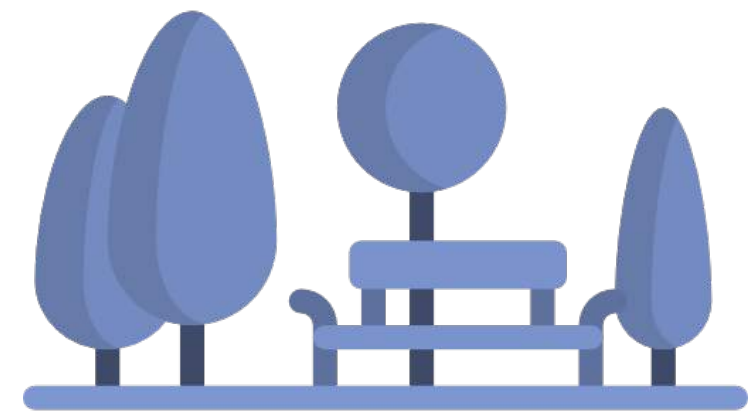
Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing the safety of our most vulnerable road users



TransformTO: climate action strategy

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

WHY SUPPORT WALKING & CYCLING IN TORONTO?



Complete Streets Guidelines

Streets are for people, place-making 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

2016 Toronto's Cycling Network Plan was approved by the City Council with goals of **Growing, Connecting and Renewing cycling infrastructure**

2019 Douro St and Wellington St W are named as **potential Major City-Wide Cycling Routes** in Toronto's Cycling Network Plan update

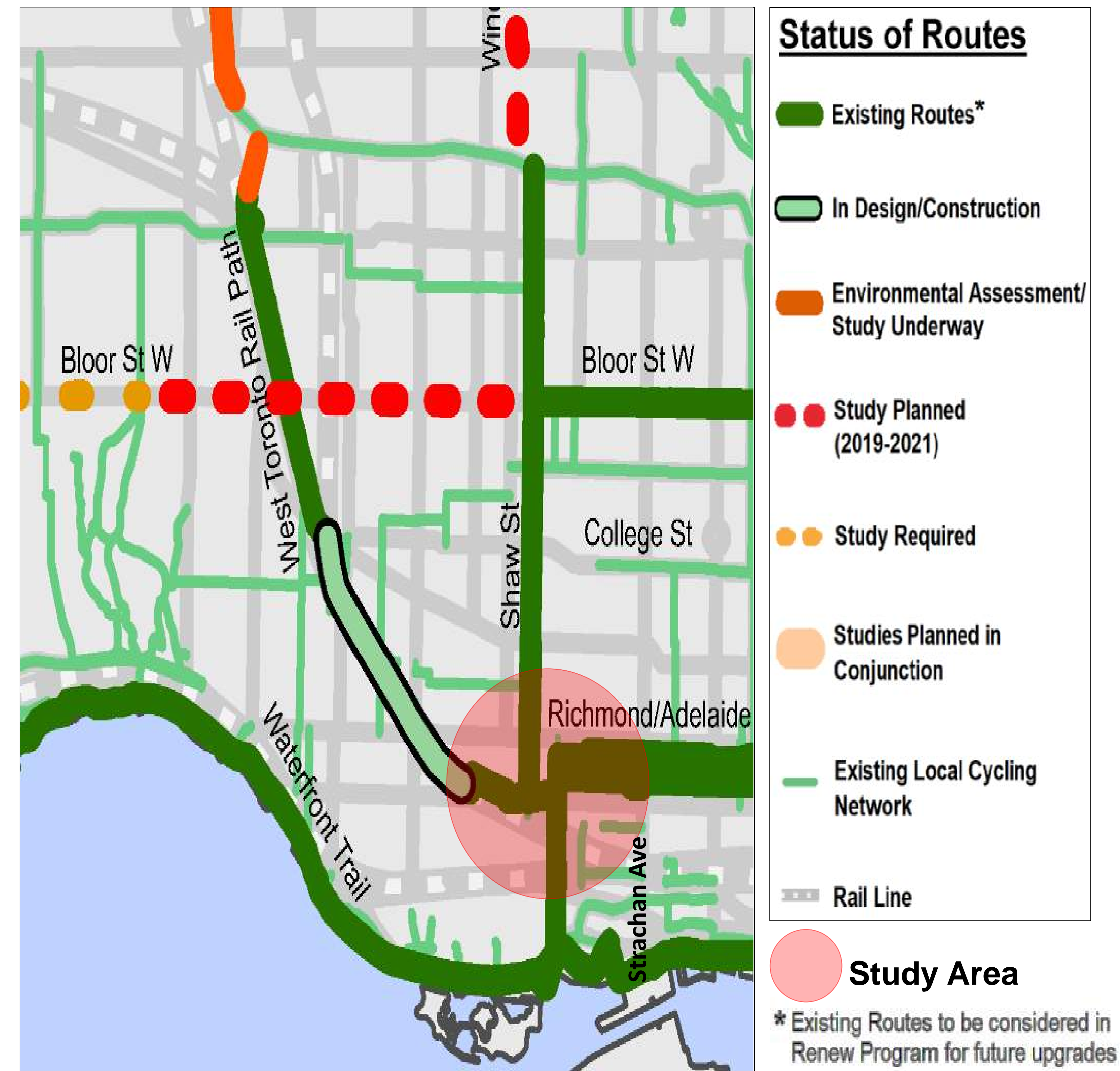
Current demand in the study area is identified to be between 301 and 1,000 people cycling per day in Toronto's Cycling Network Plan update

Potential future demand in the study area is identified to be between 501 and 3,000 people cycling per day with better infrastructure in Toronto's Cycling Network Plan update

The intersection of Strachan Ave and Douro St/Wellington St W is identified as a high collision location in Toronto's Cycling Network Plan update based on the cycling collisions records from 2015 to 2017

The Garrison Crossing Pedestrian and Cycling Bridge opened which will increase the number of people walking and cycling in the area

2020 The King-Liberty Pedestrian/Cycle Bridge on Douro St is also scheduled to open



Douro St and Wellington St W are Major City-Wide Cycling Routes in the 2019 Cycling Network Plan

PROJECT GOALS AND AREAS

Project Goals

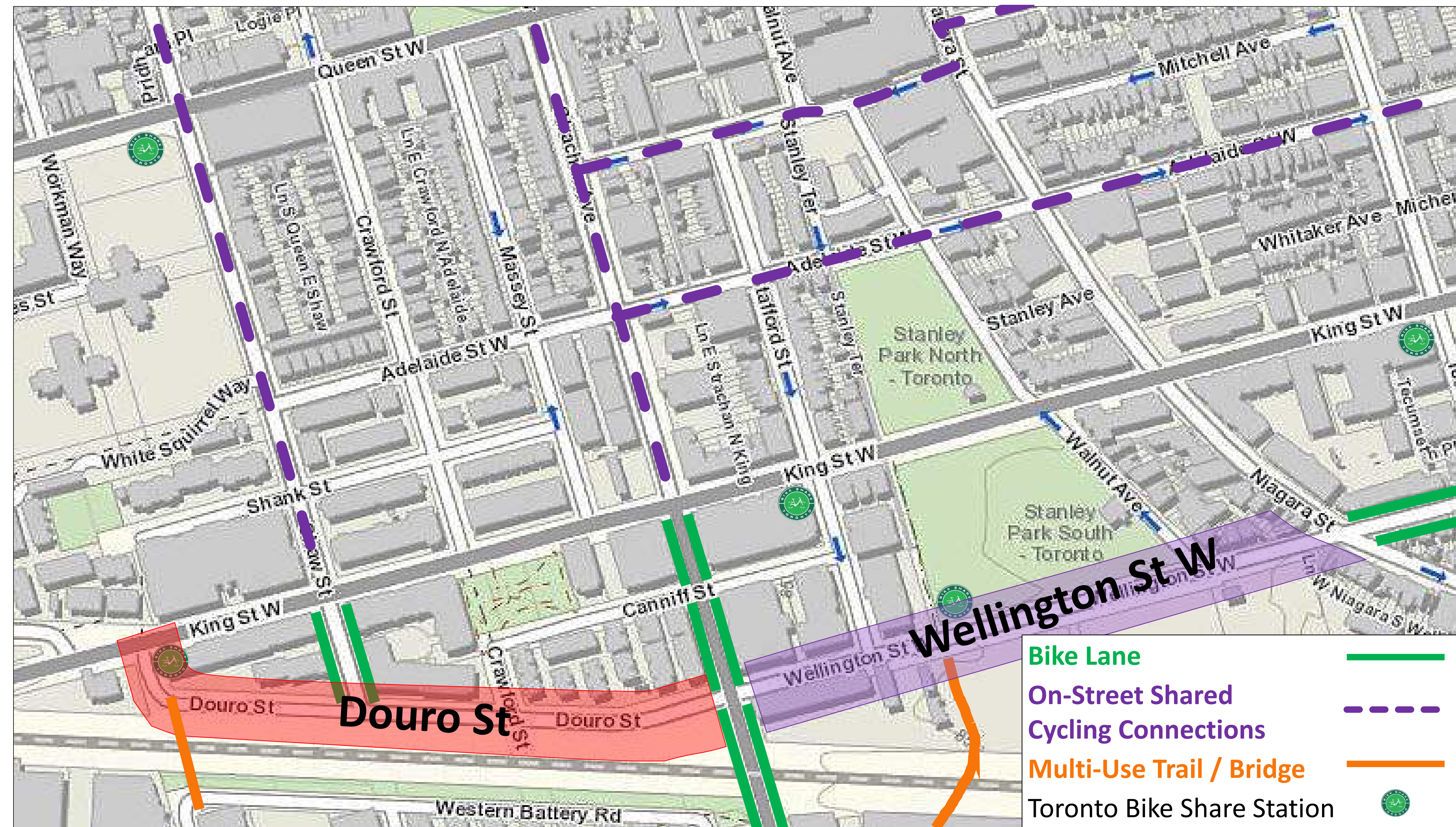
1. Improve safety for people walking, cycling and driving by:

- Allocating dedicated space for cycling
- Reducing conflicts
- Increasing sight lines
- Tightening curb radii at some intersections

2. Maintain local access for people driving

3. Minimize impact to on-street parking

Project Areas



4. Connect new cycling infrastructure in the area including the King-Liberty Pedestrian/Cycle Bridge on Douro St., the Garrison Crossing Pedestrian/Cycle Bridge, and eventually with the West Toronto Railpath Extension from Sudbury Street.

WALKING AND CYCLING – KING ST W TO NIAGARA ST

DOURO STREET / WELLINGTON STREET WEST TODAY



38 collisions in five years

Between 2014 and 2018, there have been 38 collisions on Douro St/Wellington St W between King St W and Niagara St. Of the 38 collisions, 68% happened mid-block and 11% resulted in an injury.

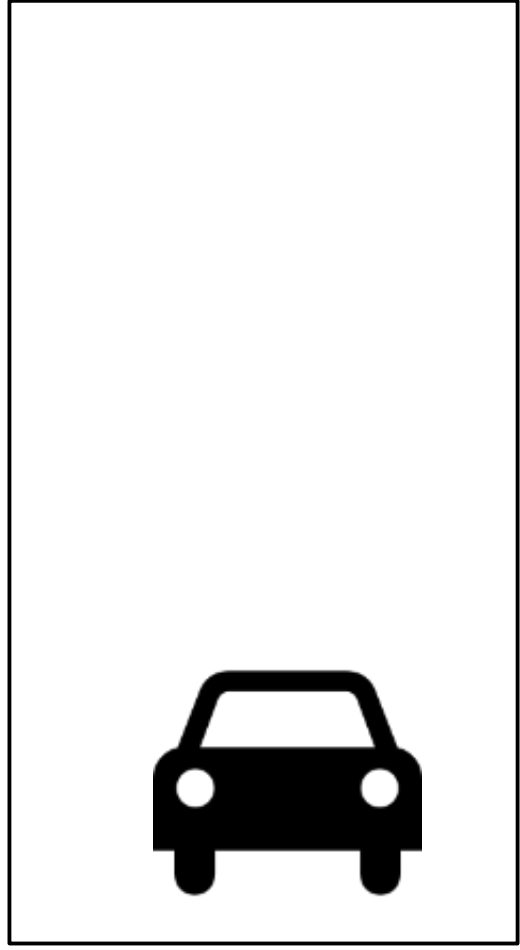


TRAFFIC VOLUME

46% of people bike or walk on Douro during the morning and evening rush hours

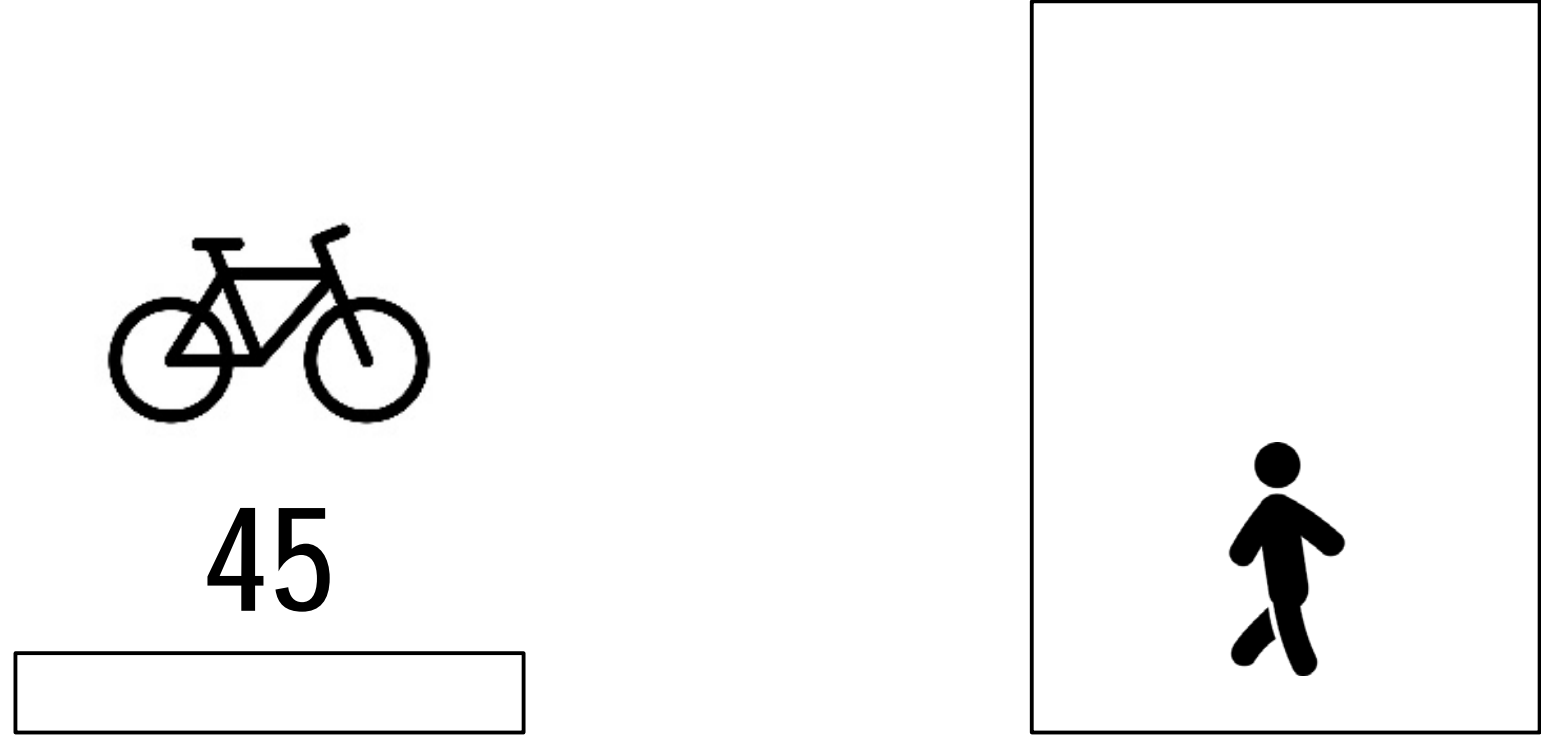
41% of people bike or walk on Wellington during the morning and evening rush hours

535

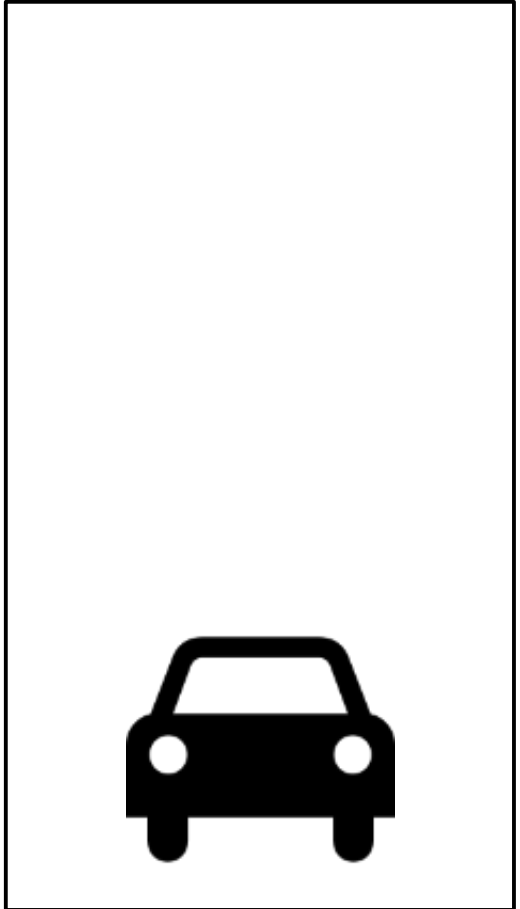


Rush Hour Average on Douro St at Strachan Av (November 27 2017)

415

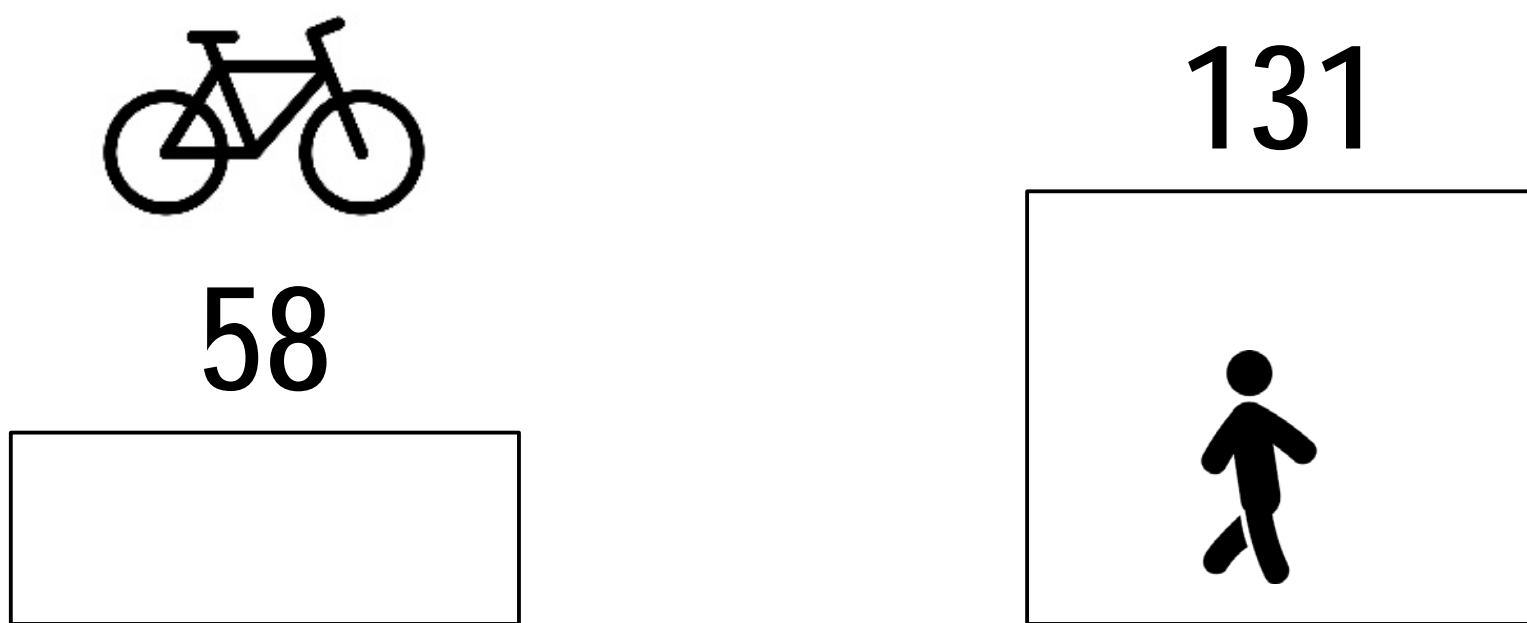


275



Rush Hour Average on Wellington St at Niagara St (April 2 2015)

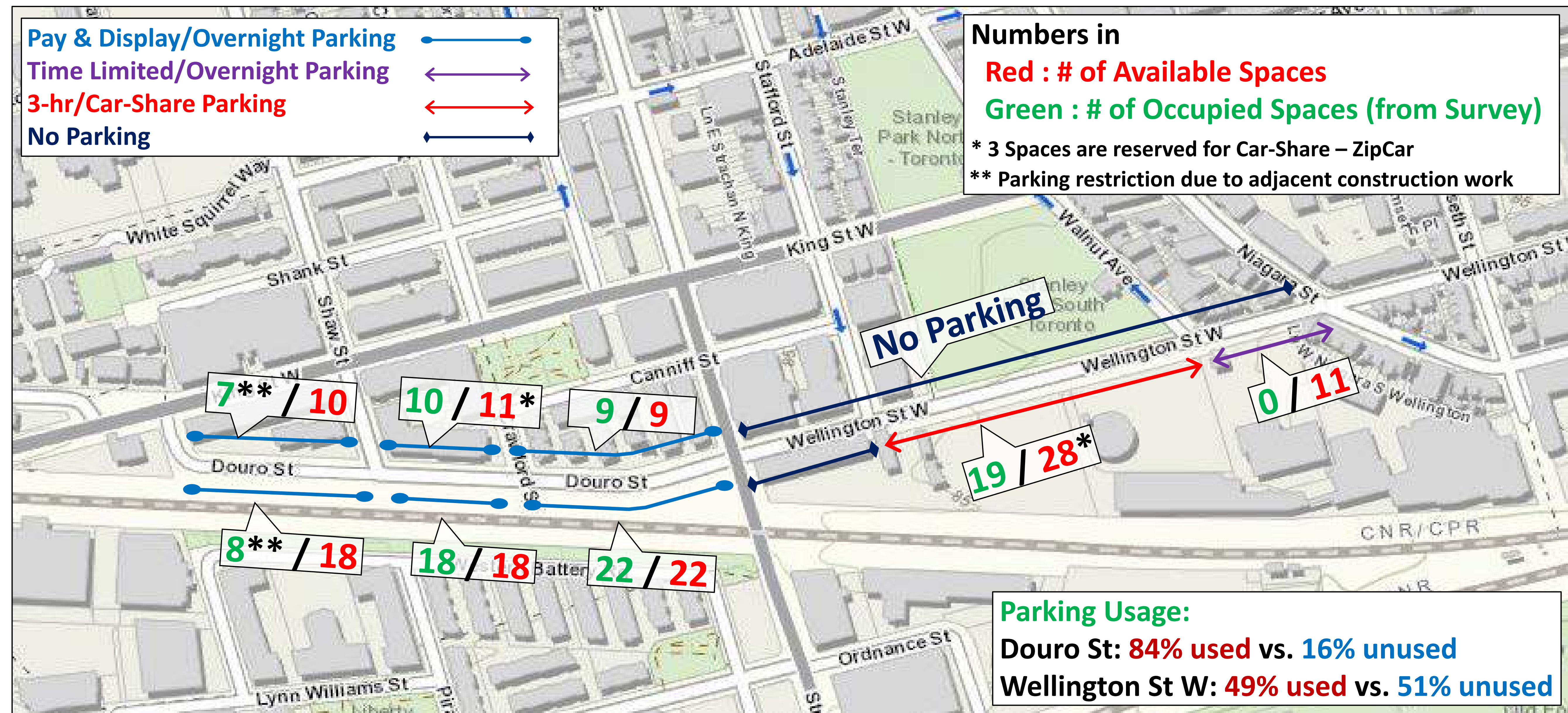
131



It is anticipated that pedestrian and bike volumes have and will increase with the opening of the Garrison Crossing in 2019 and King-Liberty Bridge in spring 2020.

PARKING DEMAND – KING ST W TO NIAGARA ST

DOURO STREET / WELLINGTON STREET WEST TODAY



Surveyed Parking Demand

Street	Parking Spaces	Average Demand	Spaces Available Based on Average Demand (%)
Douro St / Wellington St W	127	93	27%

Two parking surveys were conducted in September 2019 during the weekday off-peak hours. People from the neighbourhood and outside of the neighbourhood use Douro St and Wellington St W at different times of the day and week, which is why survey data is important.

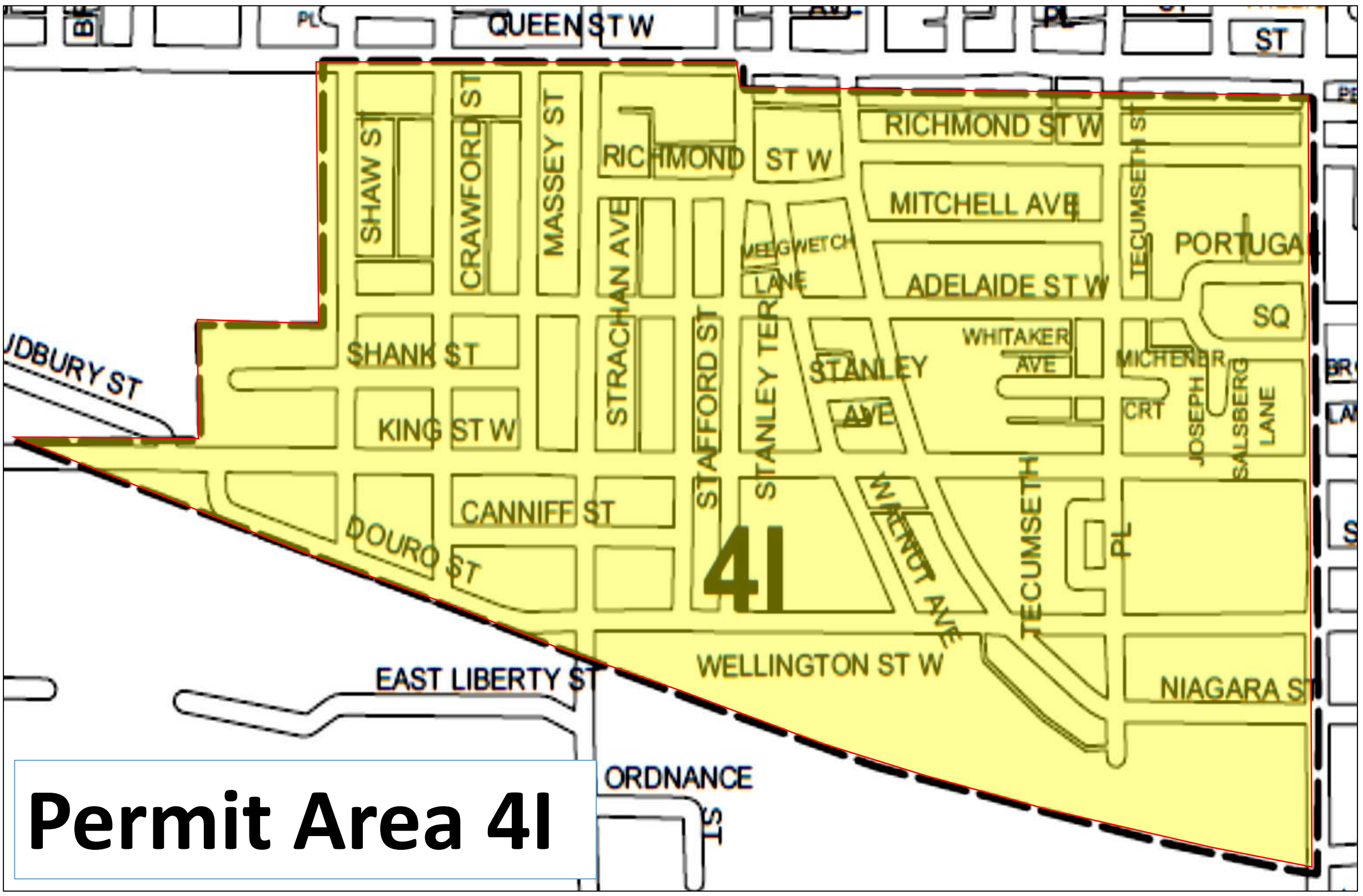
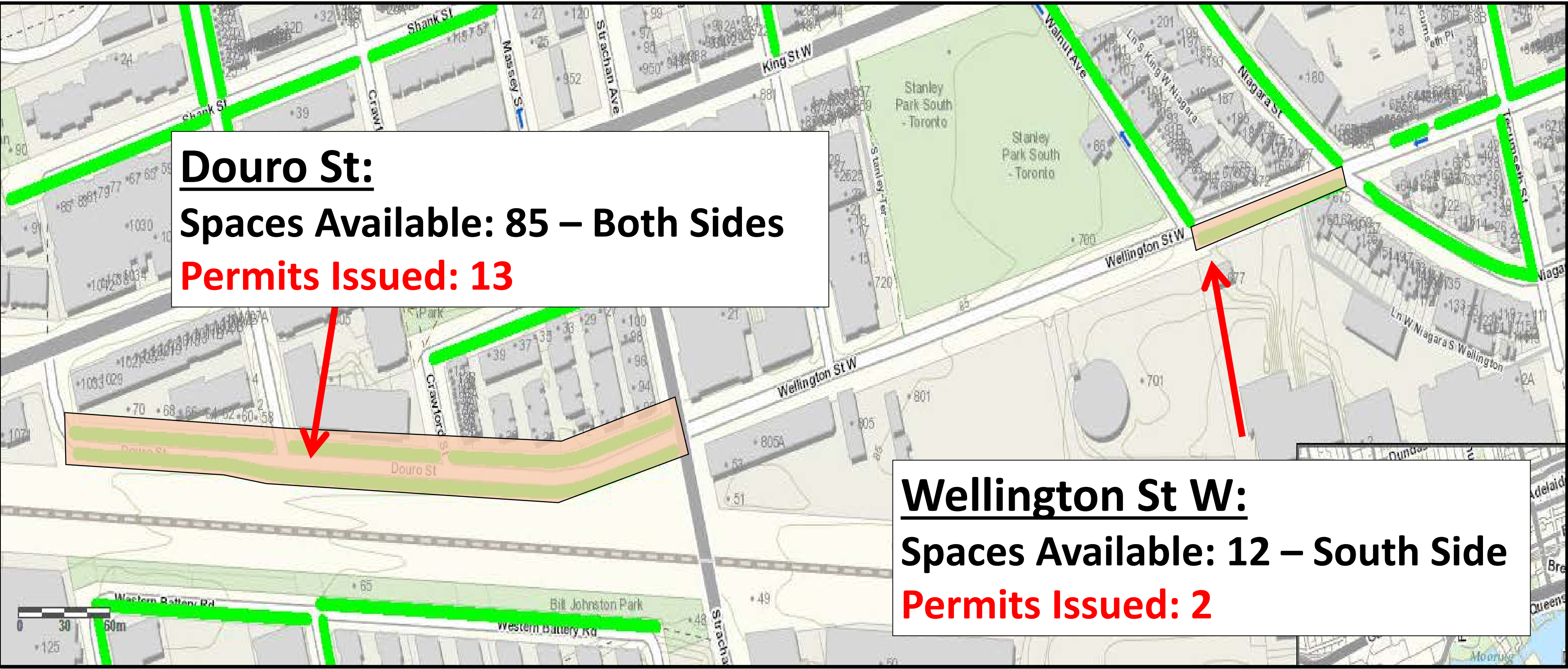
OVERNIGHT PERMIT PARKING DEMAND – KING ST W TO NIAGARA ST

DOURO STREET / WELLINGTON STREET WEST TODAY

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

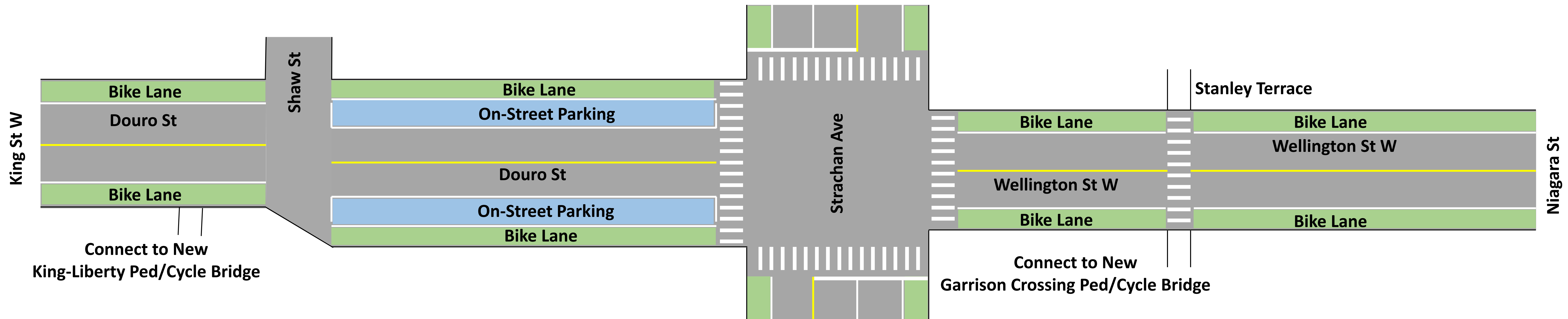
Permit parking data show that parking is undersubscribed on Douro St and Wellington St W.

Street / Area	Parking Spaces Available	Permits Holders	% of Permit Spaces Available
Douro St / Wellington St W	97	15	72%
Permit Area 4I	843	664	21%

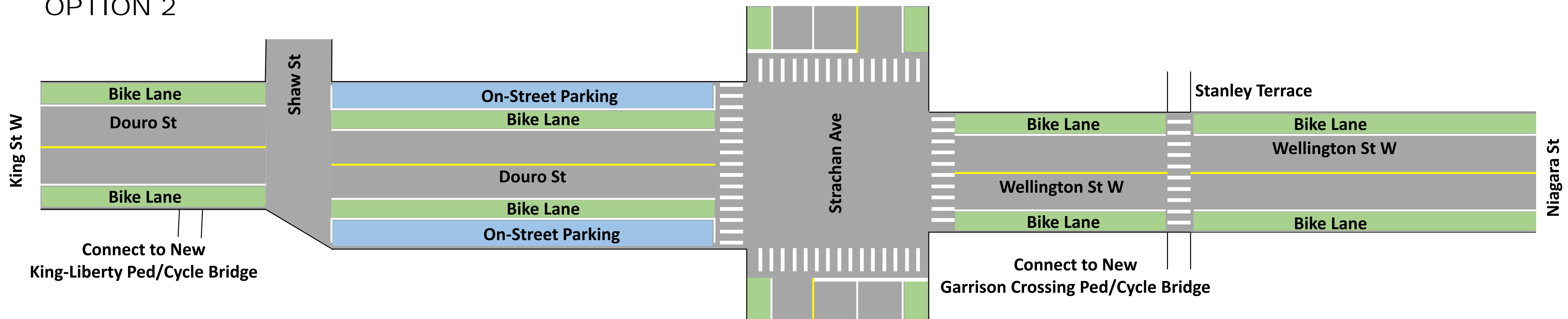


EXISTING AND PROPOSED DESIGN OPTIONS – KING ST W TO NIAGARA ST

OPTION 1 - PREFERRED



OPTION 2

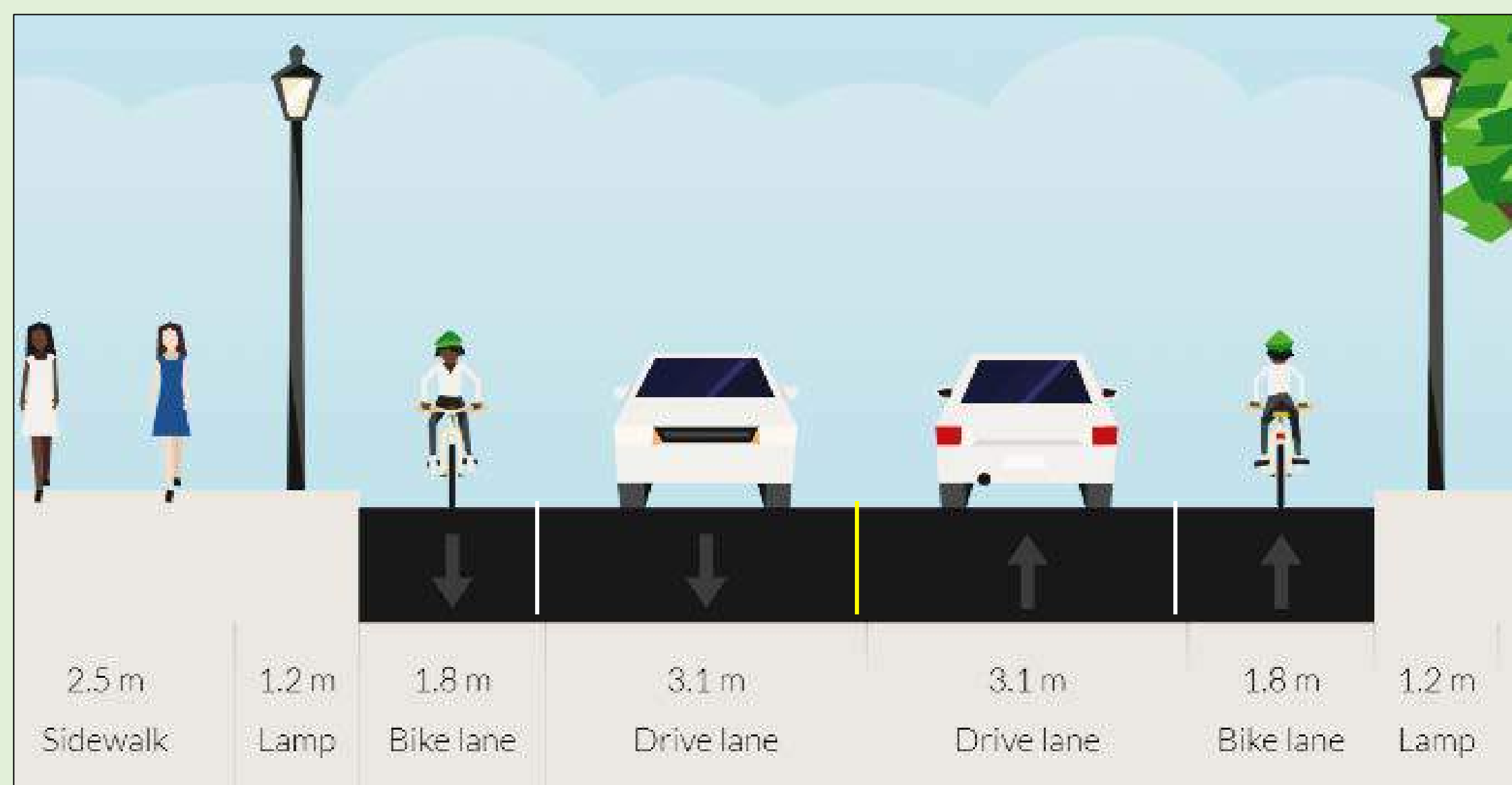


DOURO STREET – KING ST W TO STRACHAN AVE

Proposed Cross-Sections

KING ST W to SHAW ST

- Add 1.8m bike lanes on both sides
- Maintain one traffic lane in each direction
- Remove on-street parking on both sides
 - 10 spaces removed northside
 - 18 spaces removed southside



SHAW ST to STRACHAN AVE

Option 1 - Preferred

- Add 1.5 m bike lanes in each direction, next to the sidewalk, protected by parked cars
- One traffic lane maintained in each direction
- On-street parking reduced on both sides (8 spaces removed)



Option 2

- Add 1.9 m bike lanes in each direction, between parked cars & the driving lane
- One traffic lane maintained in each direction
- On-street parking maintained on both sides



WELLINGTON STREET WEST – STRACHAN AVE TO NIAGARA ST

Proposed Cross-Sections

STRACHAN AVE to STANLEY TER

- Add 2.1m bike lane in each dir. btw Strachan Ave & Stafford St
- Add 1.8m bike lane in each dir. btw Stafford St & Stanley Ter
- Maintain one traffic lane in each direction

Strachan Ave to Stafford St

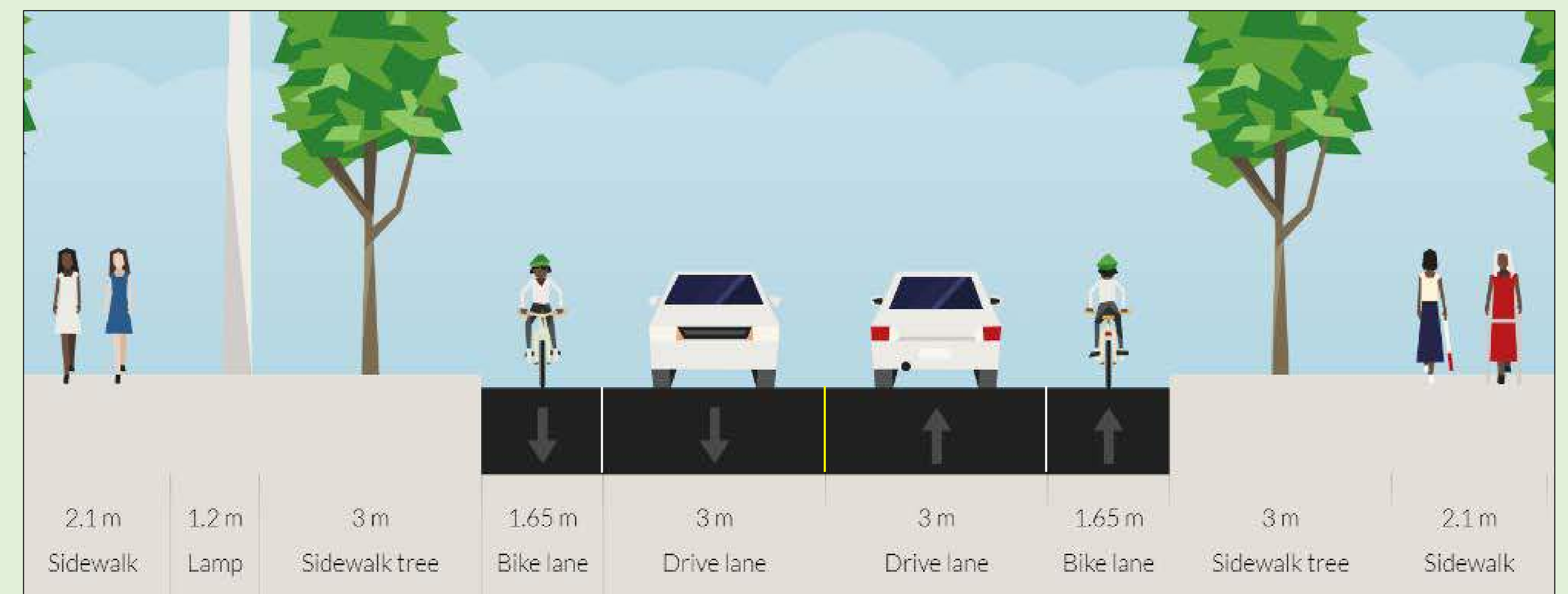


Stafford St to Stanley Ter



STANLEY TER to NIAGARA ST

- Remove day-time/overnight permit parking
- 39 spaces on the south side
- Add 1.65 m bike lane in each dir.
- Maintain one traffic lane in each direction



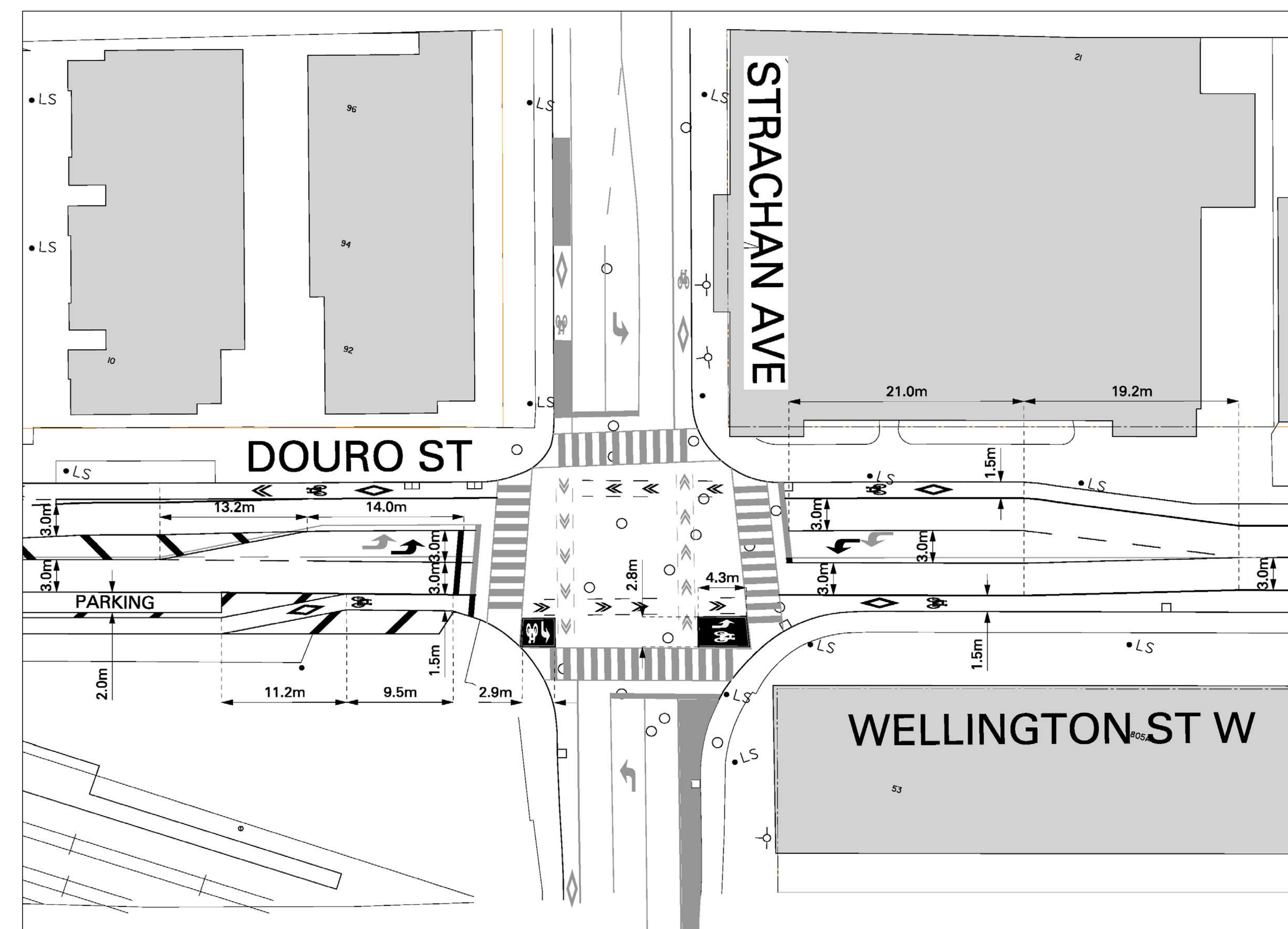
DOURO STREET / WELLINGTON STREET WEST – KING ST W TO NIAGARA ST

Potential Intersection Improvement at Strachan Ave & Douro St/Wellington St W

All options will include the following:

- Set the stop-bar on the west leg (Douro St) 1.0m back to improve northbound left-turn movement on to Douro St
- Allocate dedicated cycling left-turn green space and pavement markings (two-stage turn queue box) at south-east and south-west corners to facilitate protected cycling left-turn from eastbound (Douro St) to northbound (Strachan Ave) and southbound (Strachan Ave) to eastbound (Wellington St W)
- Locate eastbound bike lane stop-bar 1.0m forward to improve the visibility of the cyclists stopped in the bike lane
- Add wayfinding symbols (chevrons) with in intersection to align cyclists in the right travel direction with in the intersection
- Prohibit right-turn movements on the red traffic signal from eastbound (Douro St) to southbound (Strachan Ave) and northbound (Strachan Ave) to eastbound (Wellington St W) to protect awaiting left-turn cyclists

**PROPOSED IMPROVEMENTS ARE DEPENDENT ON
THE INTERSECTION PERFORMANCE ANALYSIS**



Proposed Intersection Improvement

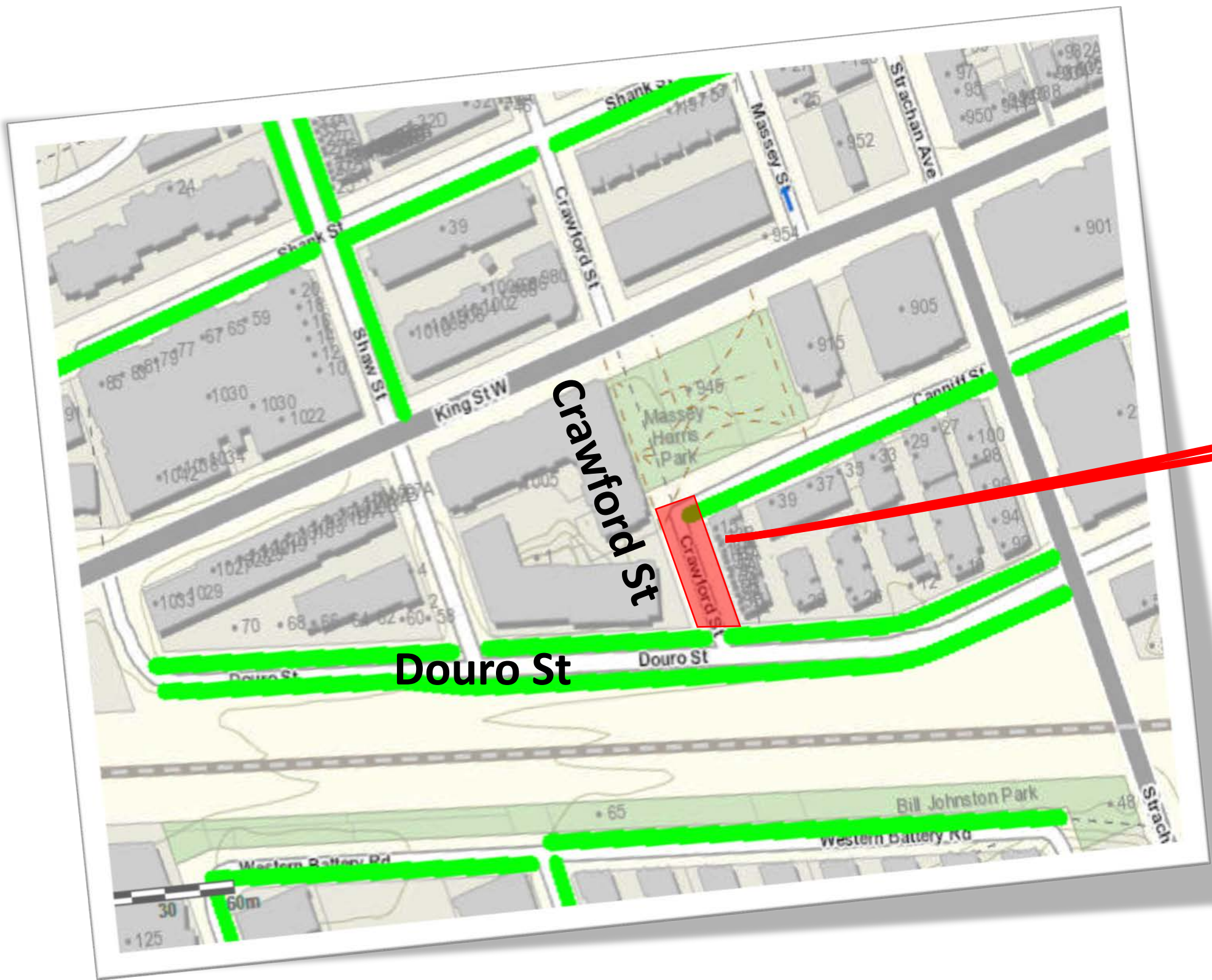
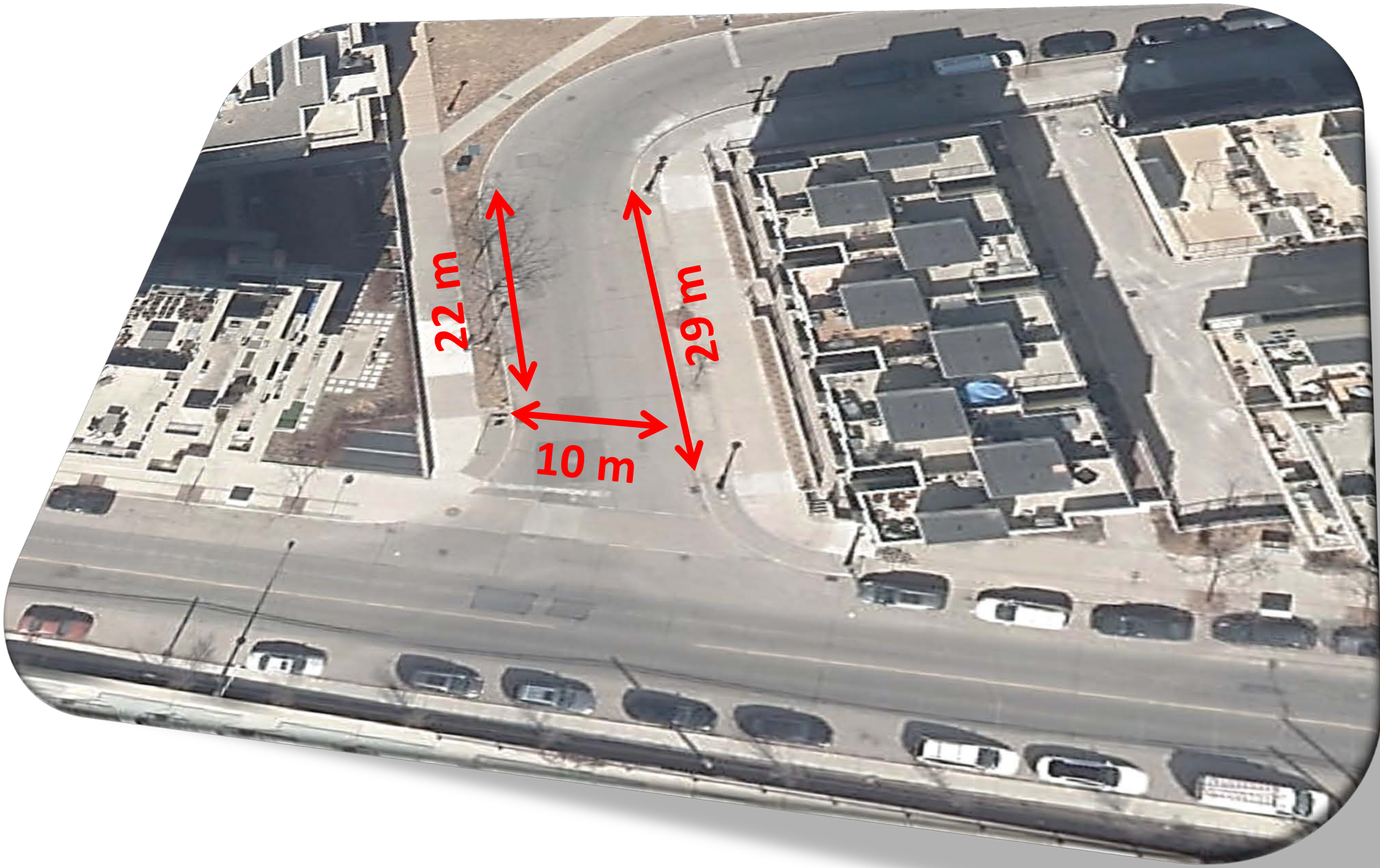
DOURO STREET / WELLINGTON STREET WEST – KING ST W TO NIAGARA ST

Options Comparison – Impacts on Parking

Street	Section	On-Street Parking Spaces Currently Available	Parking Spaces Proposed to Remove		Net Parking Spaces Available	
			Option 1	Option 2	Option 1	Option 2
Douro	King to Shaw	28	28	28	0	0
Douro	Shaw to Strachan	60	8	0	52	60
Wellington	Strachan to Stanley Ter	0	0	0	0	0
Wellington	Stanley Ter to Niagara*	39	39	39	0	0
Total		127	75	67	52	60

Potential Additional On-street/Permit Parking on Crawford St

Up to 9 additional spaces just north of Douro St



DOURO STREET / WELLINGTON STREET WEST – KING ST W TO NIAGARA ST

NEXT STEPS

Submit your feedback by December 31, 2019.

Submit comments using the online form at

toronto.ca/douro-wellington

Public Drop-in Event:

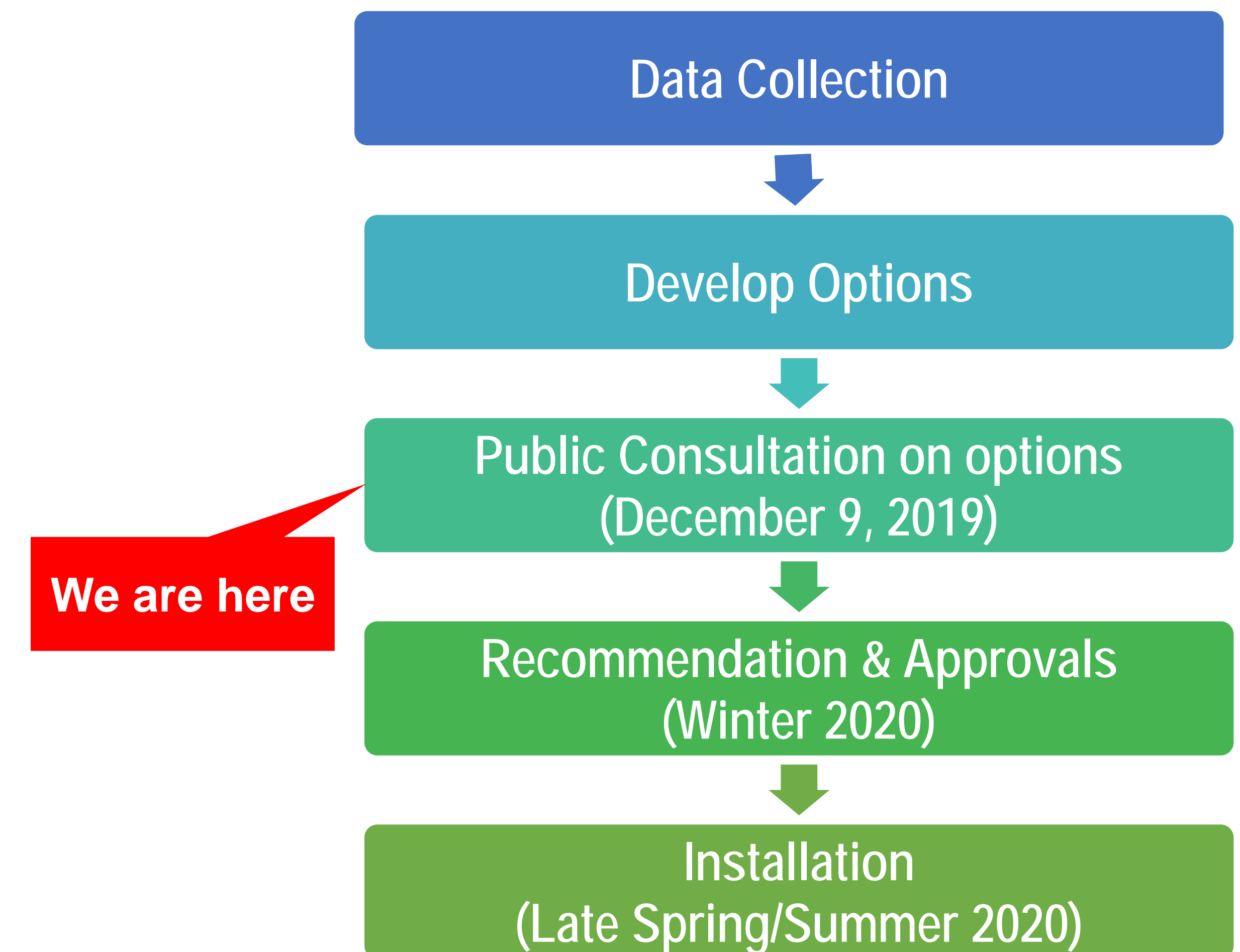
Monday, 9, December, 2019. 6 p.m. to 8 p.m.

Trinity Recreation and Community Centre (155 Crawford St)

January 2020 – City staff will report on the feedback received throughout the comment period and will continue to finalize the proposed design

Winter 2020 – City Staff will recommend a design to Infrastructure and Environment Committee and City Council for consideration and approval

Late Spring/Summer 2020 – The Council-approved design will be installed



Contact Us:

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

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