

A SAFER SHUTTER STREET

Public Drop-In Event



PURPOSE OF TODAY'S DROP-IN EVENT

1. **Present options** to improve safety and movement for people walking, biking and driving on Shuter Street between Bond Street and River Street
2. **Outline the background, data and impacts** for the proposed design
3. **Receive feedback and respond to questions** from the public



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

WHY SUPPORT WALKING AND 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**



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

HOW DO TORONTONIANS FEEL ABOUT CYCLING?*

70%

Approximately 70% of Toronto residents reported cycling in 2019 at least a few times a year, which is an increase from 2009 where 54% of Toronto residents reported cycling.

2x

Toronto residents are twice as likely to say they feel comfortable or somewhat comfortable cycling on roads with cycle tracks, than without. Respondents were more likely to travel by bike if the street felt safer and if there was dedicated bikeways to protect them from traffic.

1 in 4

1 in 4 Toronto residents mentioned safety as a top concern about cycling in Toronto.

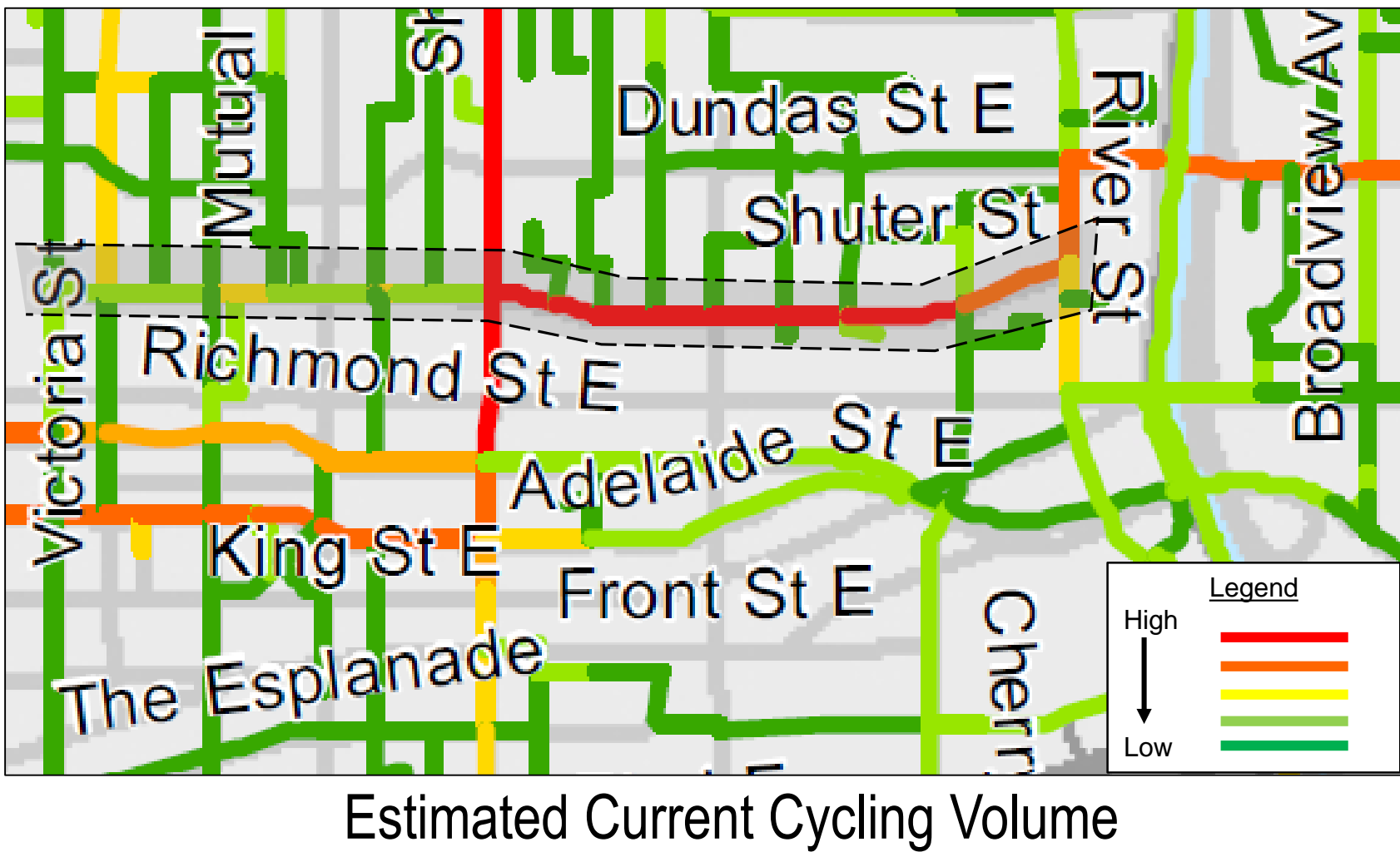
*All data is from the City of Toronto Cycling Study opinion survey. The 2019 study was conducted by Nanos through an online survey of 1,516 Toronto residents, 18 years of age or older in May 2019. There was approximately equal representation from each of the four Toronto Districts.

SHUTER STREET BACKGROUND



Shuter Street bicycle lane upgraded to cycle track Victoria Street to Bond Street as part of roadway work

Green markings installed at Shuter Street and Church Street intersection as part of Vizion Zero initiative to improve safety for people walking and cycling



2003

Shuter Street bicycle lanes installed from Victoria Street to River Street

2016

Shuter Street bicycle lane refreshed to include new standard markings (chevrons, elephants feet) Bond Street to Sherbourne Street as part of roadway/watermain work

2018



2019

Shuter Street 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. Shuter Street was identified as a high demand route that could be renewed and upgraded in co-ordination with the road reconstruction.

SHUTER STREET COMMUNITY CONTEXT

Growth

The Regent Park neighbourhood experienced 8% population growth between 2011 and 2016, and the Moss Park neighbourhood grew by 26% (City of Toronto, 2016 Neighborhood Profiles).

Streets in this area need to carry more people of all ages, abilities and means safely and efficiently as the area continues to grow.

75%

More than 75% of the community commutes by active modes (transit, cycling and walking).

Strong Neighbourhoods Strategy Goals 2020

HEALTHY LIVES	
THEME	ACTIONS FOR STRONG NEIGHBOURHOODS
<div>Promote active living</div> 	97. Encourage affordable outdoor activities, such as running/walking clubs, sports leagues, outdoor exercise programs and exercise equipment for adults and children.
	98. Increase the frequency of "Jane's Walk" programs and events in the neighbourhood.
	99. Increase access to community recreation by offering additional credits, discounts and free drop-in programs.
	100. Promote physical activity, including exercise classes, for seniors living in the community.
	101. Invest in neighbourhood infrastructure for active transportation, such as bike lanes and walking paths.
	102. Create more public realm and civic improvement projects.
	103. Build more bike storage and safe walkways to promote active transportation.
	104. Promote mentorship and leadership through sports programming at Toronto Community Housing ("Active Living"; "Be Your Best Self" programs).

SHUTER STREET COLLISION HISTORY

Walking & Biking

22 collisions between 2014 and 2018 involved a person walking (7% of all collisions) and 17 collisions involved a person cycling (5.4 % of all collisions).

312 Collisions

There were 312 collisions on Shuter Stree between 2014 and 2018. 33 of those collisions resulted in injuries. One resulted in the fatality of an 82 year old who was walking across the intersection of Shuter St. and Parliament St. in 2016.

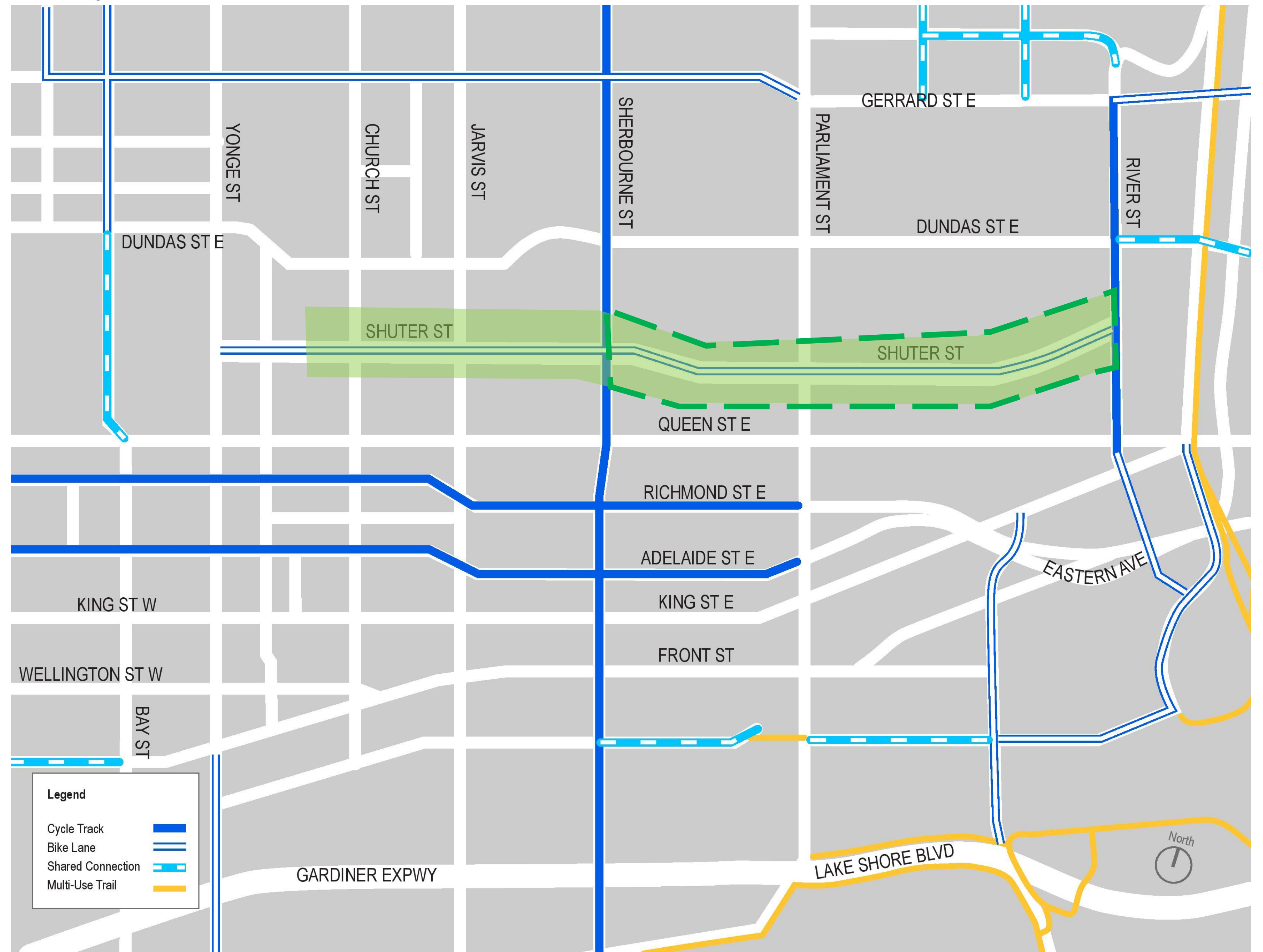


Lane widths on Shuter Street are wider than Toronto's recommended lane widths, and there is unused space in the centre. These elements of the existing road design can lead to higher vehicle speeds.

PROJECT GOALS AND AREAS

1. **Improve safety and comfort** for people walking and cycling by:
 - a. Upgrading the bike lane to cycle track (physically separated bike lane)
 - b. Improving pedestrian crossings
2. **Reduce speeds** of motor vehicles through road design
3. **Reduce conflicts** between different road users
4. **Fulfill City of Toronto adopted plans and policies** including Vision Zero, the Cycling Network Plan, Toronto's Strong Neighbourhood Strategy 2020, and TransformTO
5. **Minimize impact to on-street parking**

Project Areas:



Project Areas:

-  Bike Lane Upgrade
-  Road Reconstruction

WHY PROPOSE CHANGES NOW?

SAFETY

- One objective of the City's **Vision Zero Road Safety Plan** is to design and reconfigure streets to promote safety and comfort for people cycling and walking.
- When road reconstruction or resurfacing are planned there is an opportunity for road design modifications to increase safety, including **physical separation between motor vehicles and people cycling** (cycle tracks) and better intersection and pedestrian crossing design.
- Physically separated bike lanes are recommended when the Average Annual Daily Traffic (AADT) exceeds 6000 vehicles per day. The **Average Annual Daily Traffic on Shuter Street is 13,000 vehicles per day**.
- In 2016 there was a pedestrian fatality at Shuter Street and Parliament Street. The planned road reconstruction presents an opportunity to reconfigure the roadway to **prevent future fatalities** of people traveling in all modes.

TIMING

- There is **road reconstruction planned for 2020** between Sherbourne Street and River Street. This work presents an opportunity to incorporate roadway design changes and enhance safety.
- Improvements west of Sherbourne Street to Bond Street would be co-ordinated with the reconstruction work.



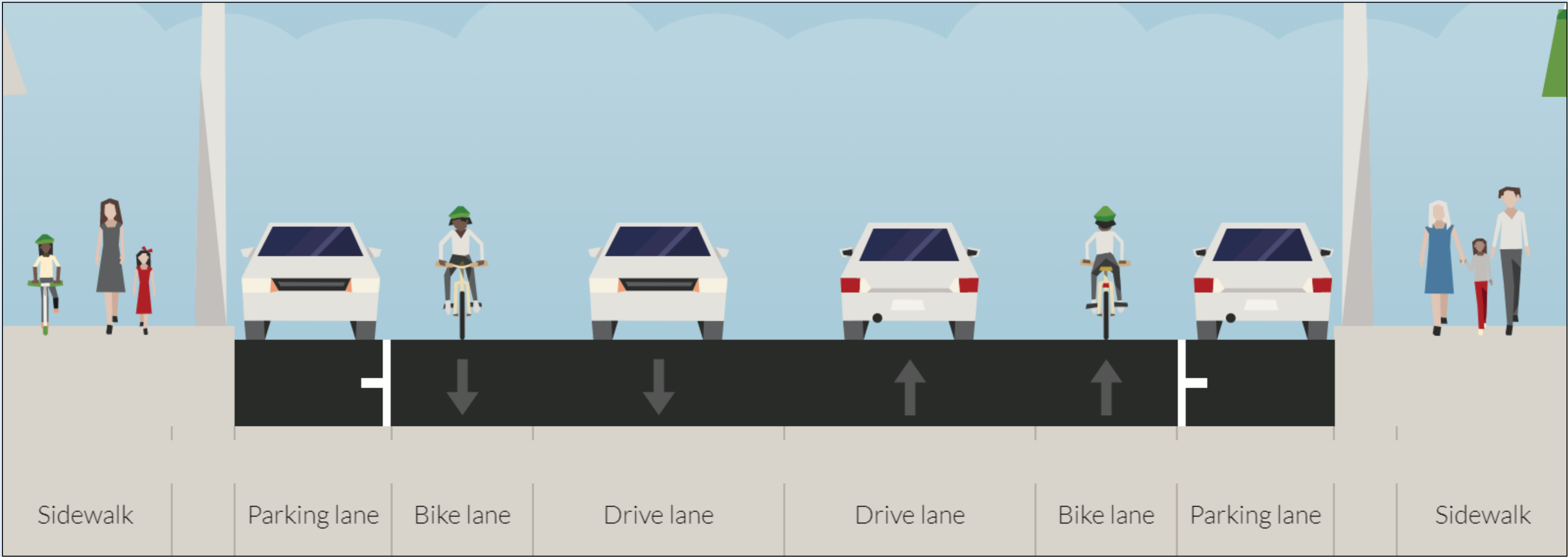
PLANNED ROAD RECONSTRUCTION

- Major road work to bring the road and sidewalk into a state of good repair between Sherbourne Street and River Street is part of this project
- Work will include **removing and replacing the asphalt surface and road base** and some areas of curb and sidewalk
- Temporary impacts to traffic and parking are necessary during construction
- More detailed information will be provided in a **Construction Notice** mailed to area residents and businesses.

EXISTING CONDITIONS: CROSS-SECTION

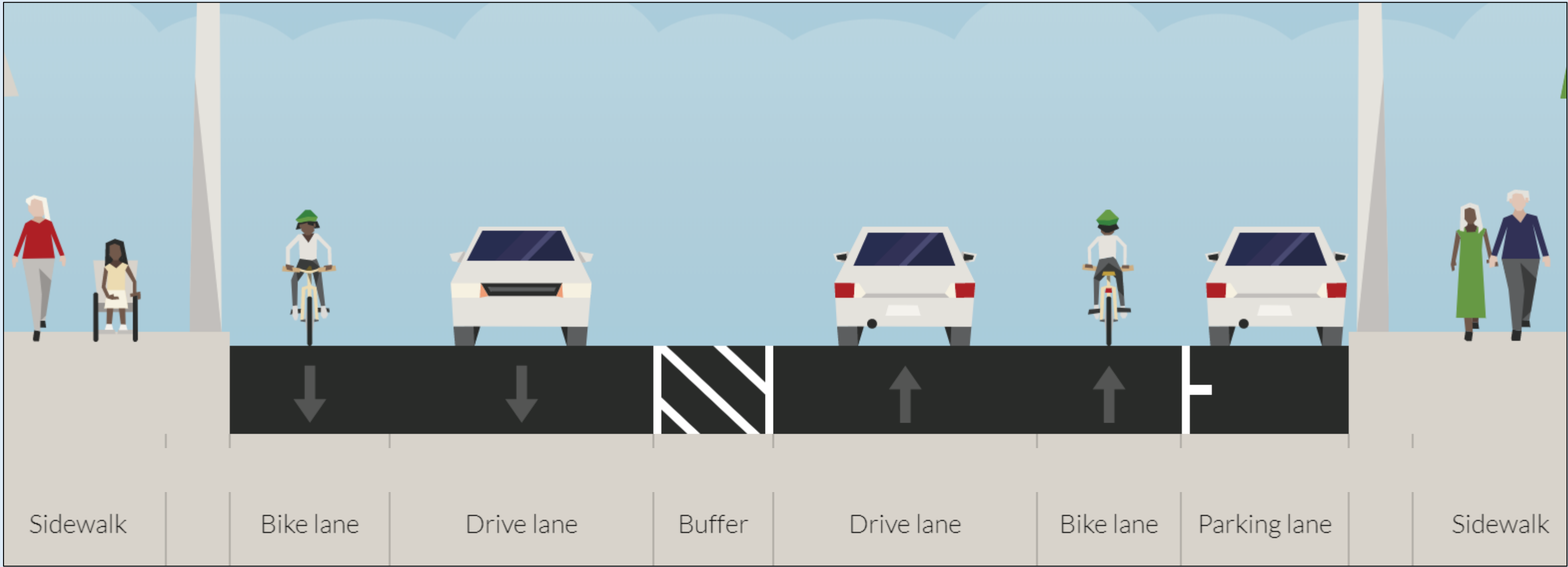
BOND ST to SACKVILLE ST

- Existing roadway width 14.0m
- Bicycle lanes on both sides next to parking
- Left turn lanes at signalized intersections



SACKVILLE ST to RIVER ST

- Existing roadway width 14.0m
- Bicycle lane on the south side next to parking
- School Bus Loading Zone on north side for Nelson Mandela Park Public School



PROPOSED DESIGN: CROSS-SECTION

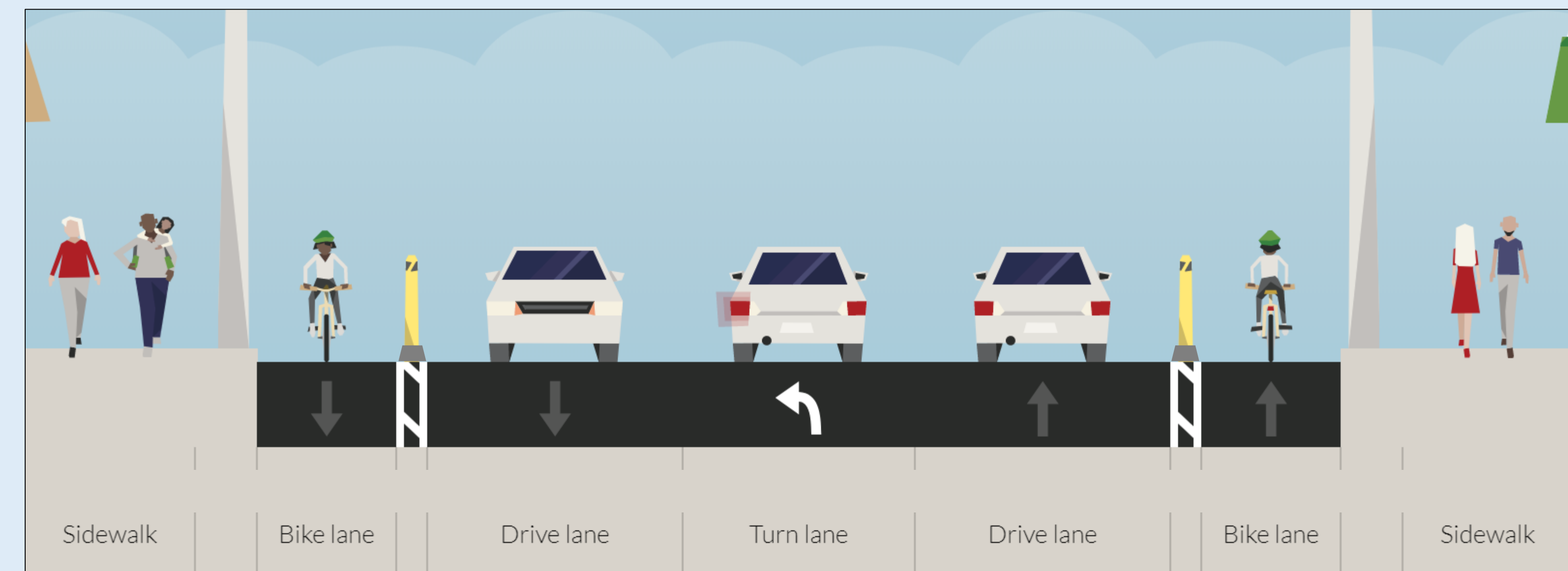
MID-BLOCK

- Bike lanes adjacent to curb at all times, protected by parked cars (where parking is provided) or by curbs with bollards (posts)
- Parking on one-side of the street only
- Bike lane widened to 2.0m
- 1.0m buffer area provided for “door zone” between bike lane and parked cars



AT SIGNALIZED INTERSECTIONS

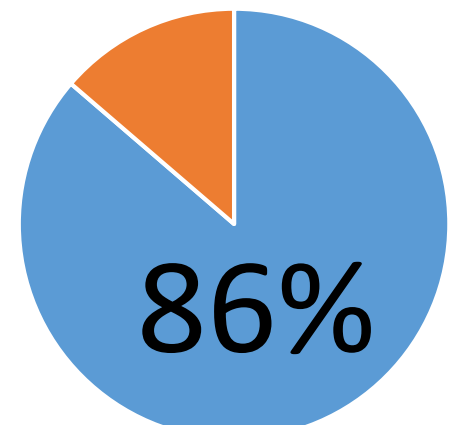
- Left turn lanes maintained in both directions
- Chevrons provided through the intersection
- Buffer area extends to the intersection – right turning vehicles yield to bikes



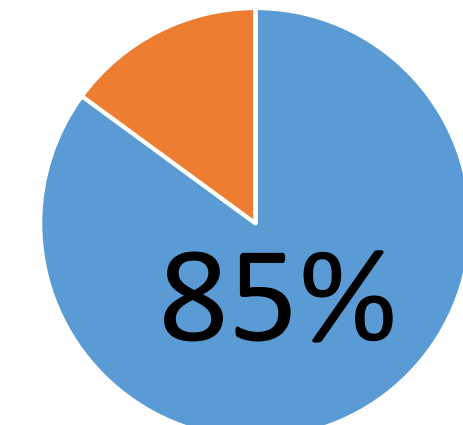
EXISTING CONDITIONS: PARKING



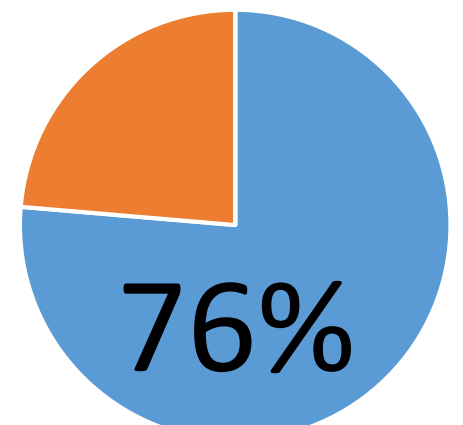
Parking Utilization



Daytime



Evening



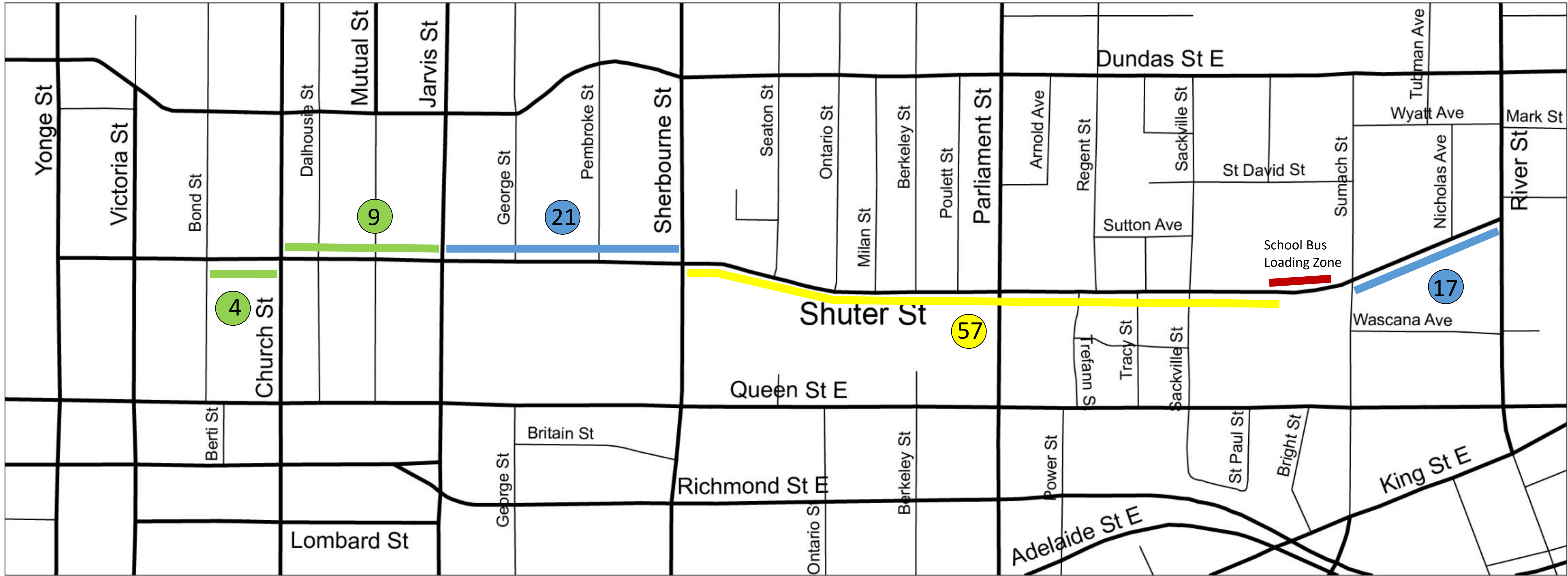
Weekend



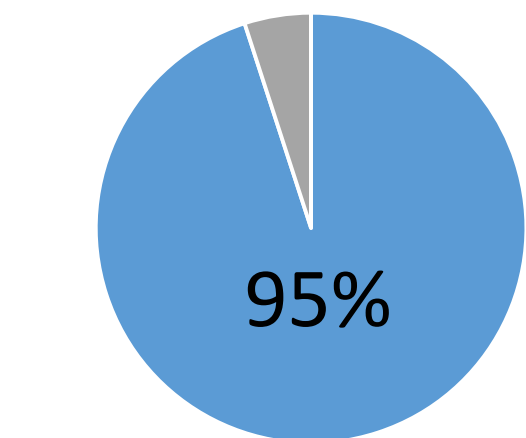
	Total Parking Spaces	Permit Parking Spaces	Pay & Display Parking Spaces	3-Hour Parking Spaces
Shuter Street	241	40	62	139

PROPOSED DESIGN: PARKING

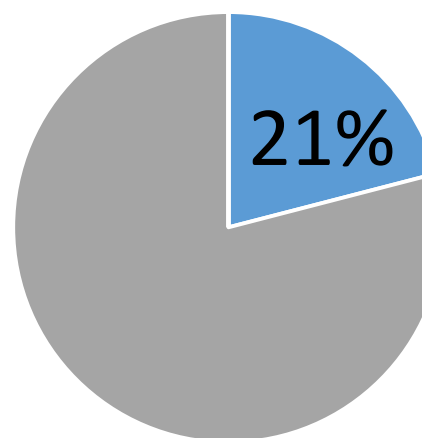
Option A: Pay & Display parking on north side, Church to Jarvis; permit parking in same location; 3-hour parking on south side



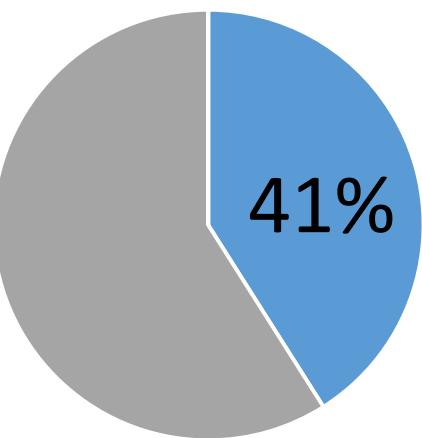
Parking Retained



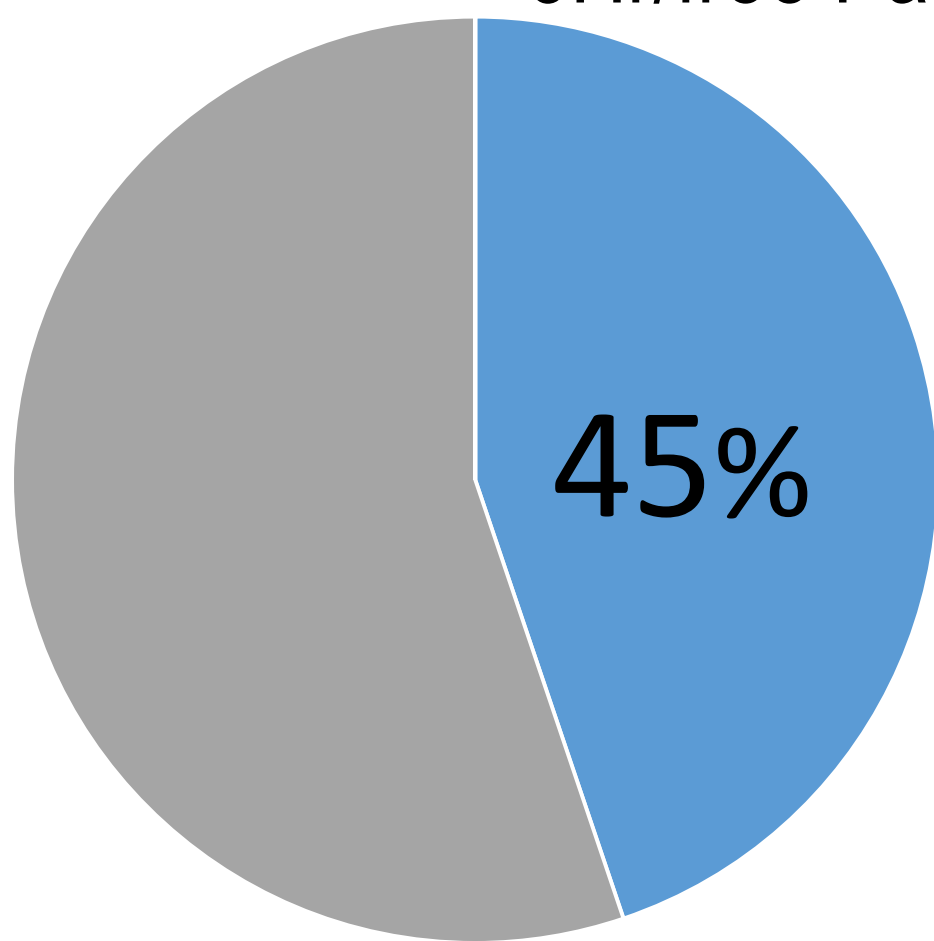
Permit Parking



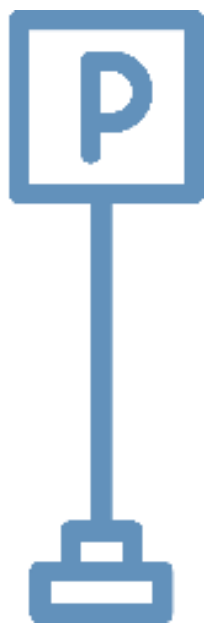
Pay&Display Parking



3Hr/free Parking



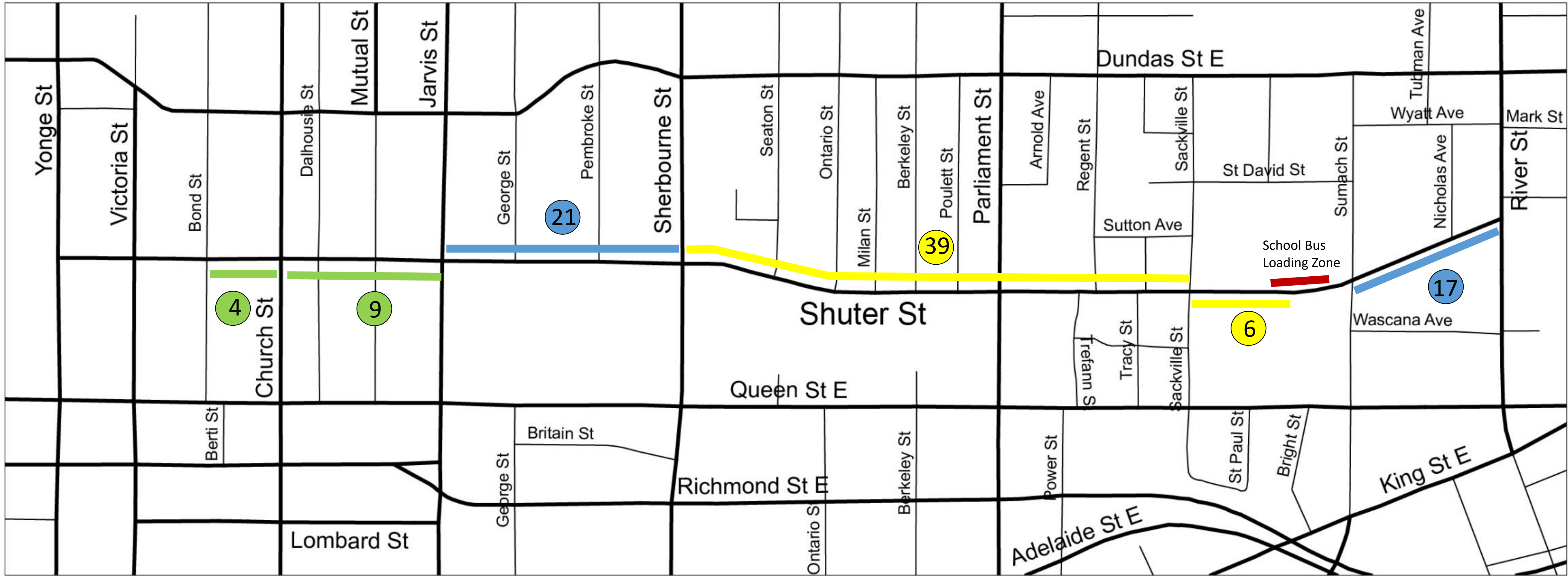
Overall Parking Retained



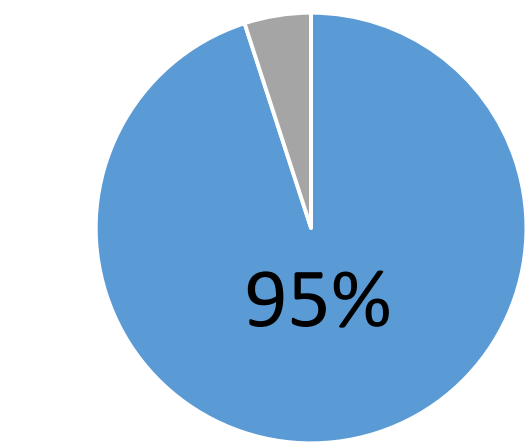
	Total Parking Spaces	Permit Parking Spaces	Pay & Display Parking Spaces	3-Hour Parking Spaces
Shuter Street	108	38	13	57

ALTERNATIVE DESIGN: PARKING

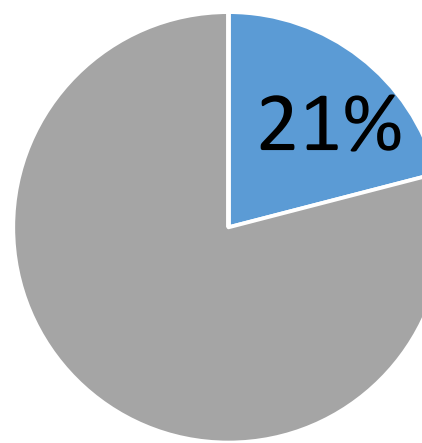
Option B: Pay & Display on south side; Permit Parking in same location; 3-hour parking on north side, Sherbourne to Sackville St.



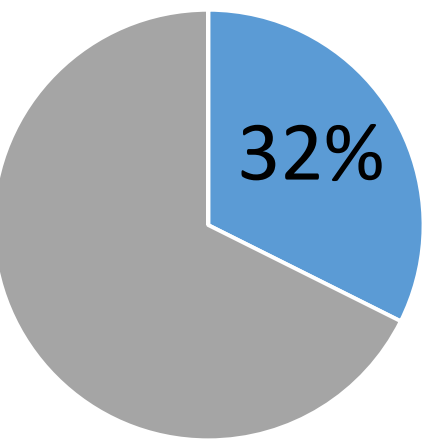
Parking Retained



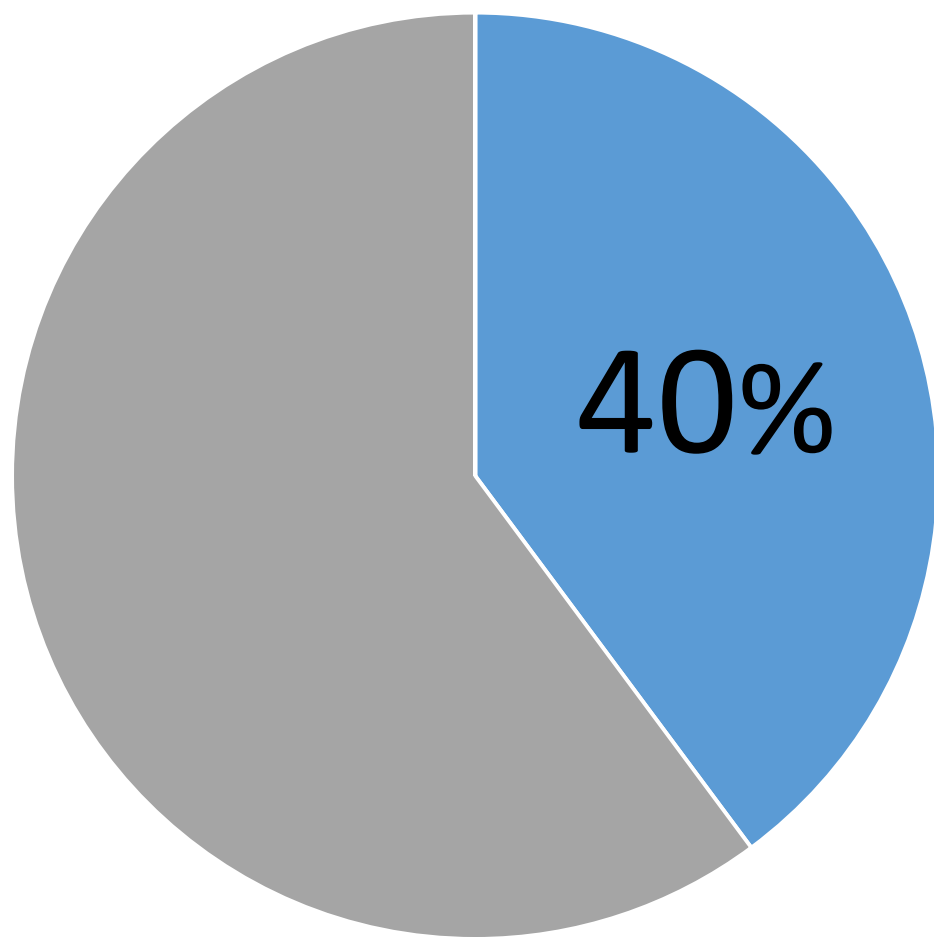
Permit Parking



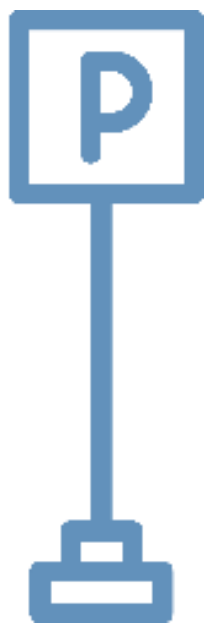
Pay&Display Parking



3Hr/free Parking



Overall Parking Retained



	Total Parking Spaces	Permit Parking Spaces	Pay & Display Parking Spaces	3-Hour Parking Spaces
Shuter Street	96	38	13	45

EXISTING CONDITIONS: BIKE LANES



Poor pavement conditions

Narrow bike lane in door zone

No protection for people cycling

PROPOSED DESIGN: PARKING PROTECTED CYCLE TRACK



Artist rendering of proposed road configuration

Curb and posts between travel lane and cycle track

Road resurfaced (Sherbourne to River) with new smooth asphalt

Parking to remain on one side

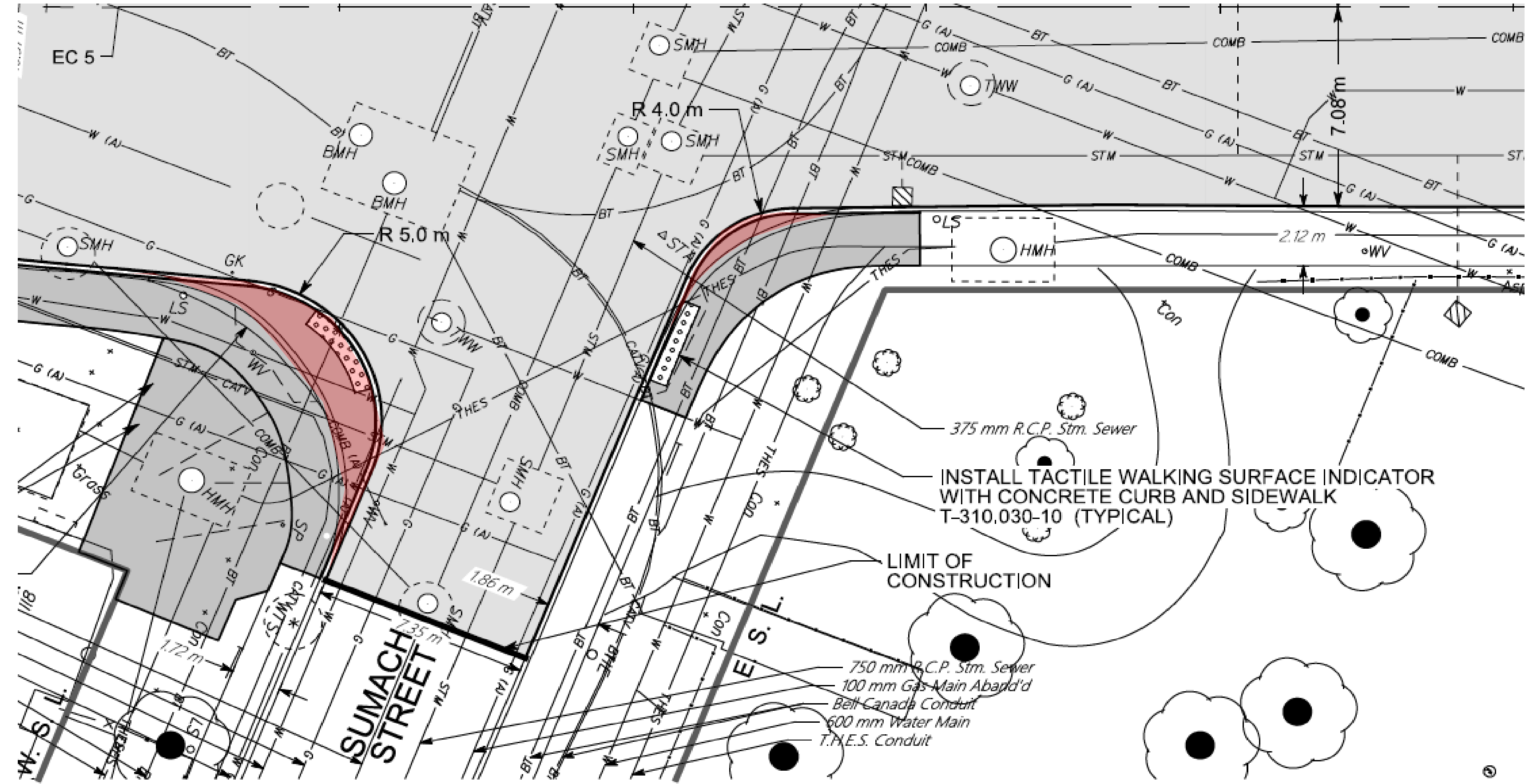
Parking islands to be installed

PROPOSED DESIGN: PEDESTRIAN SAFETY



The existing sidewalks and curbs between Sherbourne Street and River Street have sections in poor condition.

Sections in need of repair between Sherbourne Street and River Street will be replaced as part of road reconstruction.



At several intersections between Sherbourne Street and River Street, sidewalk corners will be tightened and the area for people walking will be increased in order to slow down turning vehicles and shorten pedestrian crossing distances.

Tactile indicators will be installed at a number of crossings to increase safety for people with low vision.

PROPOSED DESIGN: NEW FEATURES



The preferred bike lane separation is a painted buffer area with **concrete curb stones** and bollards (posts).



Parking protected cycle track design is similar to River Street.



Pre-cast **concrete islands** are proposed to be used to define the ends of parking areas.

PROPOSED DESIGN: SUMMARY OF CHANGES

What changes are proposed?

- **Installing cycle tracks** to improve comfort and safety for people cycling and to reduce conflicts between road users
- **Removing parking** on one side of the street (see design options on panels 13-15):
 - 50+ Pay & Display spaces
 - 80+ Free/3-Hour parking spaces
- **Improving street conditions** for people walking, cycling and driving including better pavement quality, accessibility (AODA) improvements and pedestrian crossing upgrades

What would remain the same?

- **Retaining almost all permit parking spaces** (Some changes to permit parking hours may be considered to allow for additional Pay-and-Display parking between Jarvis St. and Sherbourne St.)
- **No changes to motor vehicle lanes** – no traffic impacts

NEXT STEPS

Submit Your Feedback

- Complete the paper Feedback Form provided at this event OR
- Submit an online Feedback Form by Feb. 4, 2020 (visit toronto.ca/shutercycletrack)

February 2020

City staff will review and report on the feedback that was received during the comment period, and adjust and finalize design based on the feedback.

March 2020

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

Spring-Fall 2020

Road reconstruction and installation of the approved design.



CONTACT US

If you have questions or comments:

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toronto.ca/shutercycletrack