

BRUNSWICK-BORDEN NEIGHBOURHOOD CYCLING CONNECTIONS



Example of contra-flow bike lane – Denison Avenue

Neighbourhood Cycling Connections on Brunswick Avenue and Borden Street (from Lowther Avenue to College Street)

PUBLIC CONSULTATION

Public Drop-in Event
Monday, February 3rd, 2020
6:00 p.m. to 8:00 p.m.

PURPOSE OF THIS PUBLIC CONSULTATION



1. **Provide information** about this project, which aims to improve movement for people walking and biking on:
 - a) Brunswick Ave. from College St. to Lowther Ave.
 - b) Borden St. from College St. to Ulster St.
 - c) Ulster St. from Borden St. to Brunswick Ave.
 - d) College St. from Borden St. to Bellevue Ave.
2. **Outline the background and impacts** for the proposed route options and design
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/BrunswickBorden

WHY SUPPORT WALKING AND CYCLING IN TORONTO?



Official Plan Goals

Make Toronto a “walking city”, and bring all Toronto residents within 1 km 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



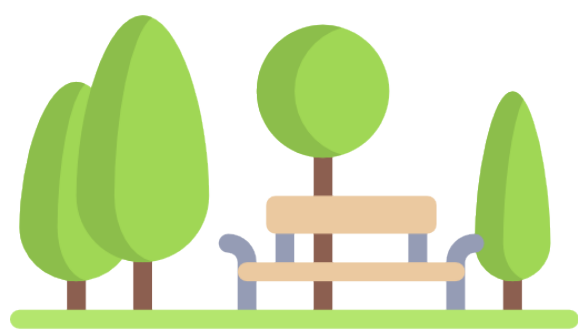
Vision Zero Road Safety Plan

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., emergencies, 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

1

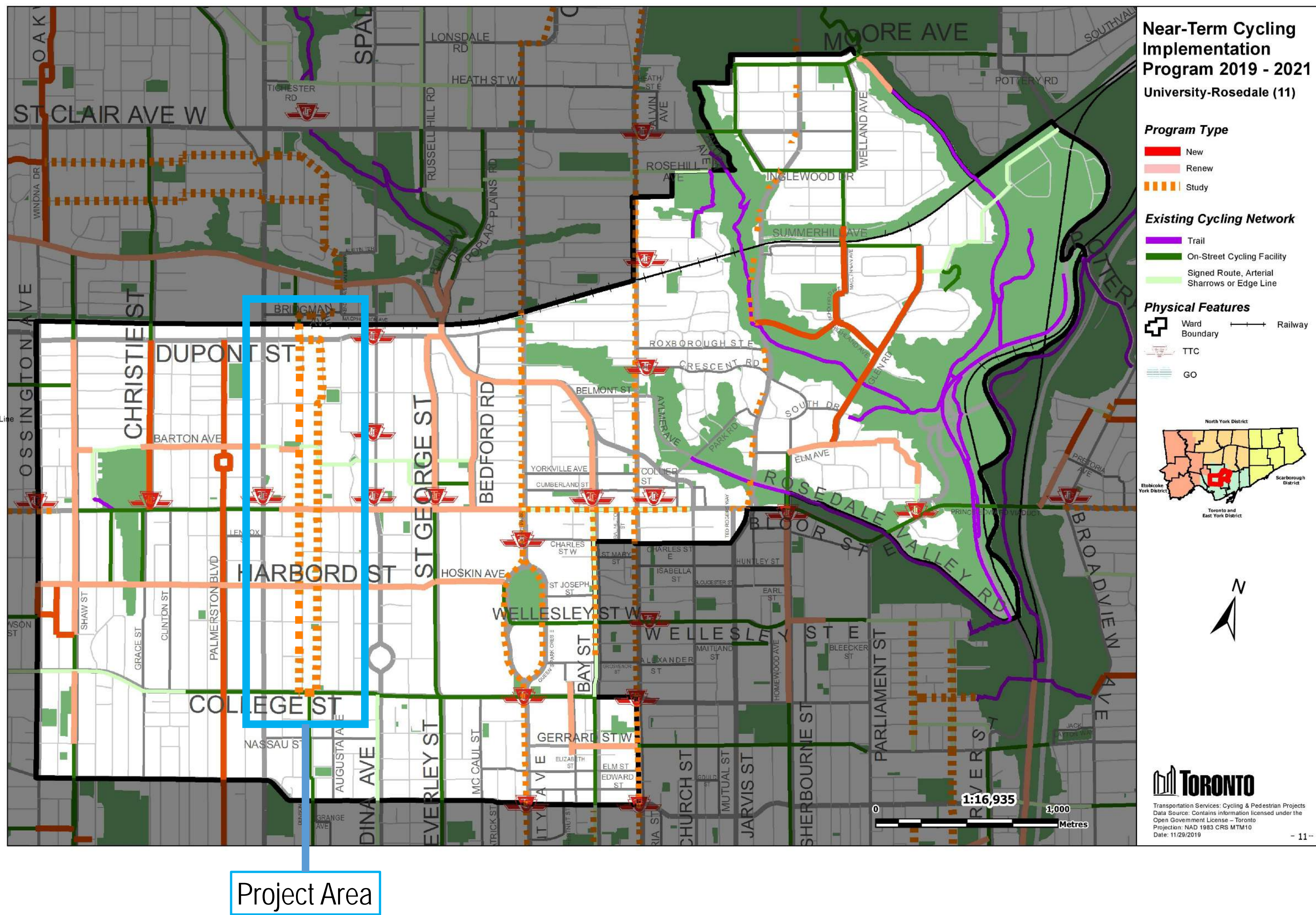
The Cycling Network Plan Update was approved by City Council in July 2019 with goals of [growing, connecting and renewing cycling infrastructure](#) and it included a near-term capital improvement program (2019-2021) for each Council Ward.

2

Ward 11 Near Term Projects include Christie Street, Palmerston Avenue and [Brunswick/Borden corridor](#) as north-south routes planned for public consultation and proposed installation.

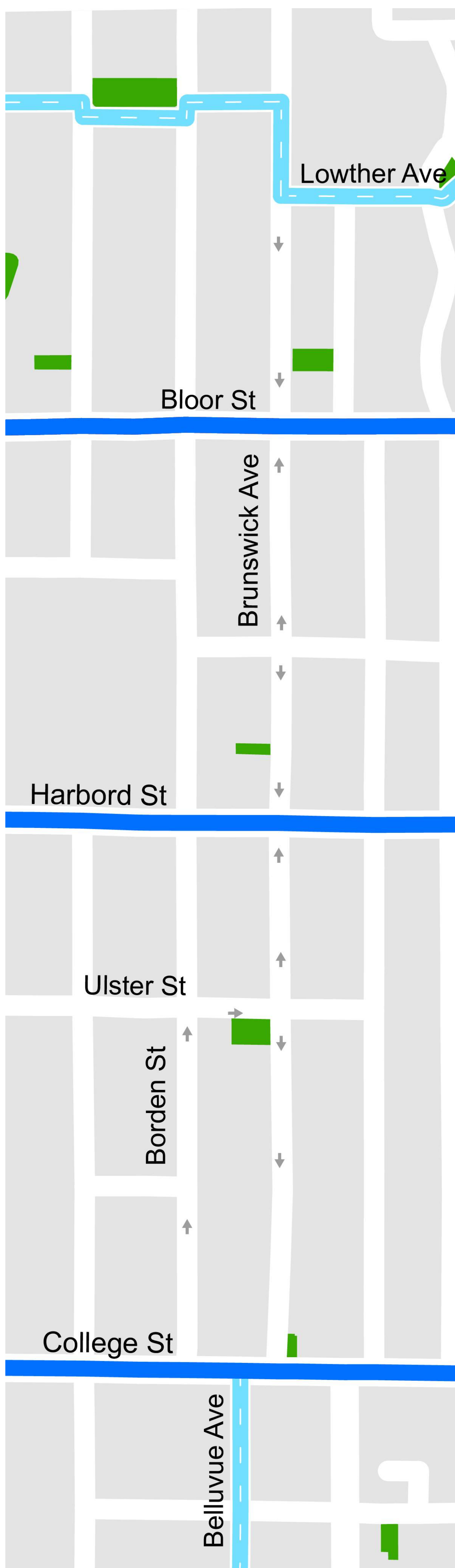
3

The routing on Brunswick Avenue and/or Borden/Howland has been evaluated as part of a detailed design and implementation planning process. The [preferred routing option](#) is being presented here.



PROJECT GOALS AND AREA

Project Area



Project Goals

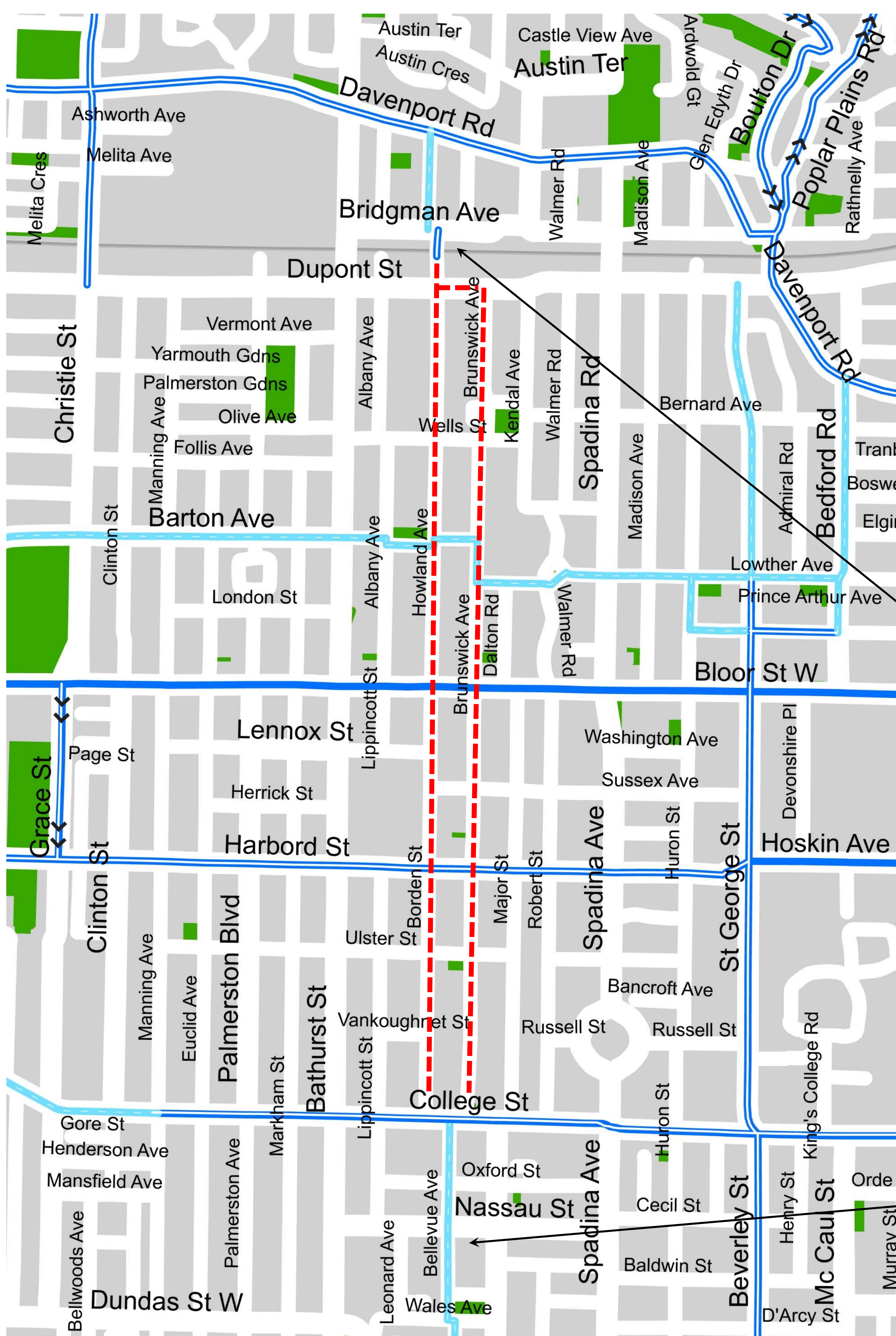
1. Allow people cycling to travel two-way in the Brunswick-Borden corridor so they can easily **connect between popular cycling routes** on College Street, Harbord Street and Bloor Street West
2. **Extend** the Denison-Bellevue cycling connections project to the north
3. **Improve comfort** for people cycling and promote the use of bicycles for short neighbourhood trips
4. **Maintain** local access for people driving and **minimize impact** to on-street parking
5. **Fulfill City of Toronto adopted plans and policies** including Vision Zero, the Cycling Network Plan, and TransformTO.

ROUTE OPTIONS AND EXISTING CONNECTIONS: EXTENDING DENISON-BELLEVUE NORTHWARD

The City of Toronto identified Borden Street / Howland Avenue and Brunswick Avenue as options to extend the Denison-Bellevue cycling route north.

The **main considerations** for determining the routes include:

- Opportunities to cross major streets safely at **existing traffic signals**
- **Road width** to accommodate cycling in both directions, while limiting impacts to on-street parking
- **Route directness**



LEGEND:

- Existing cycle track
- Existing bike lane
- Existing on-street shared lane
- Potential route options

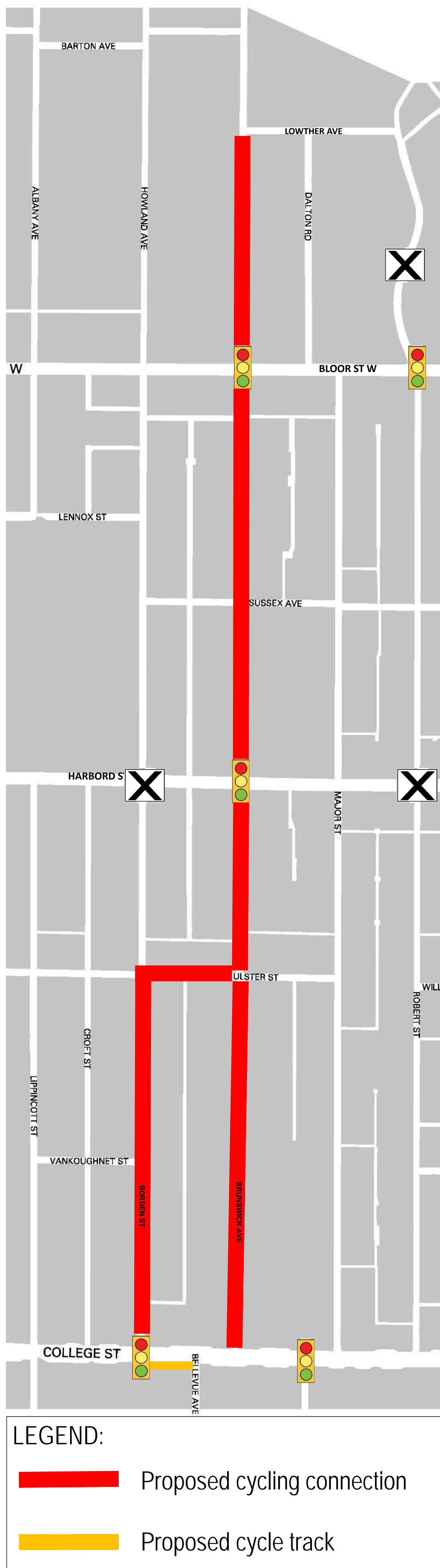
Howland Avenue is the only crossing of the rail corridor between Bathurst and Spadina; this crossing is key for connecting to Davenport and a potential future extension northward.

The existing Denison-Bellevue cycling route was installed in 2017 between Richmond St and College St. It provides a quieter, more comfortable north-south route compared to Bathurst or Spadina.

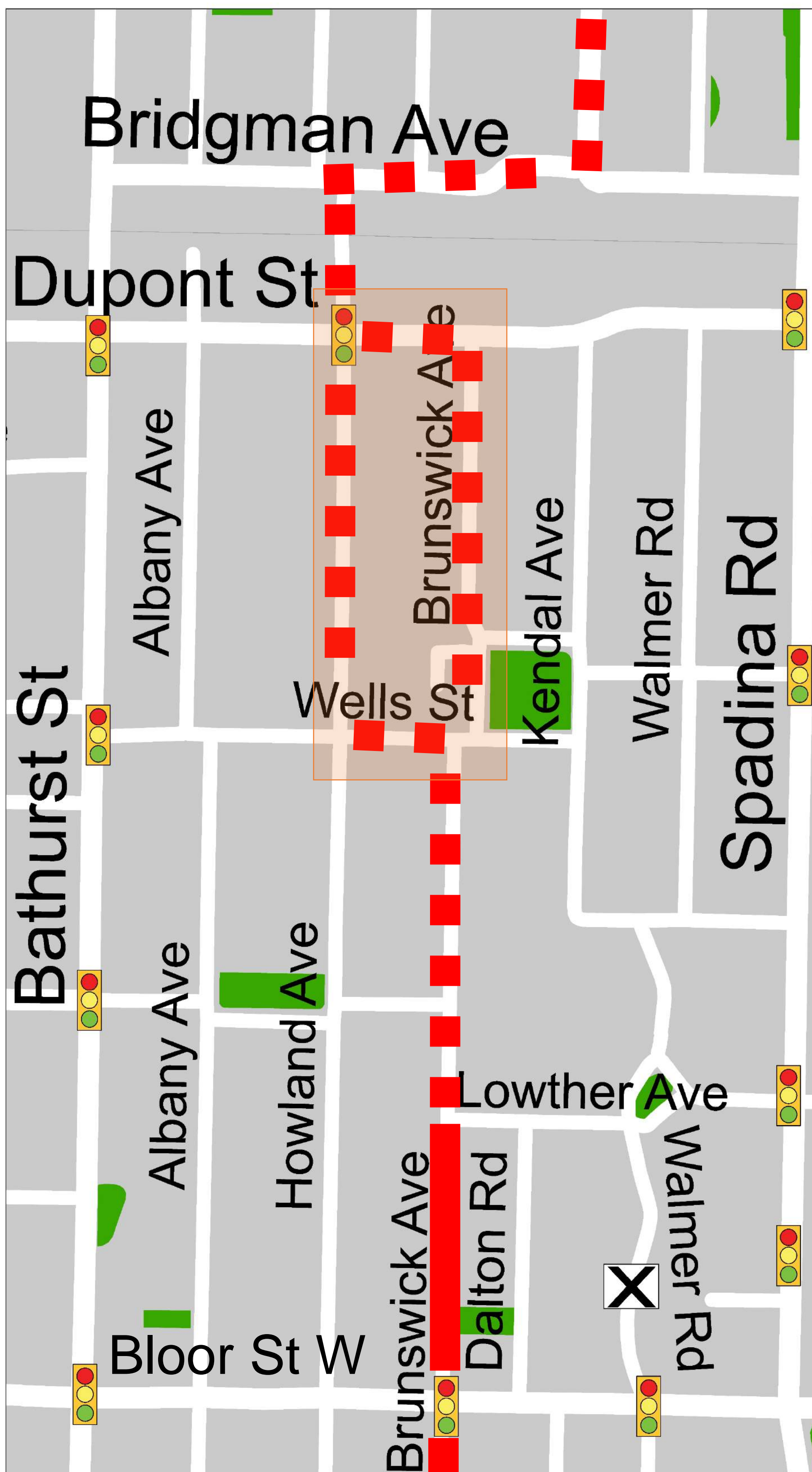
PREFERRED ROUTE: LOWTHER AVENUE TO COLLEGE STREET

The preferred route is:




- Brunswick Ave recommended from Lowther Ave to Ulster St since there are **signalized crossings at Bloor St and Harbord St**
- Proposed routing **in both directions for Borden St and Brunswick Ave south of Ulster St because:**
 - Connection at the traffic signal at Borden St provides access to/from **the eastbound bike lanes on College Street**
 - Connection at Brunswick provides a more direct access to/from **the westbound bike lanes on College Street**



FUTURE ROUTE: NORTH OF LOWTHER AVENUE

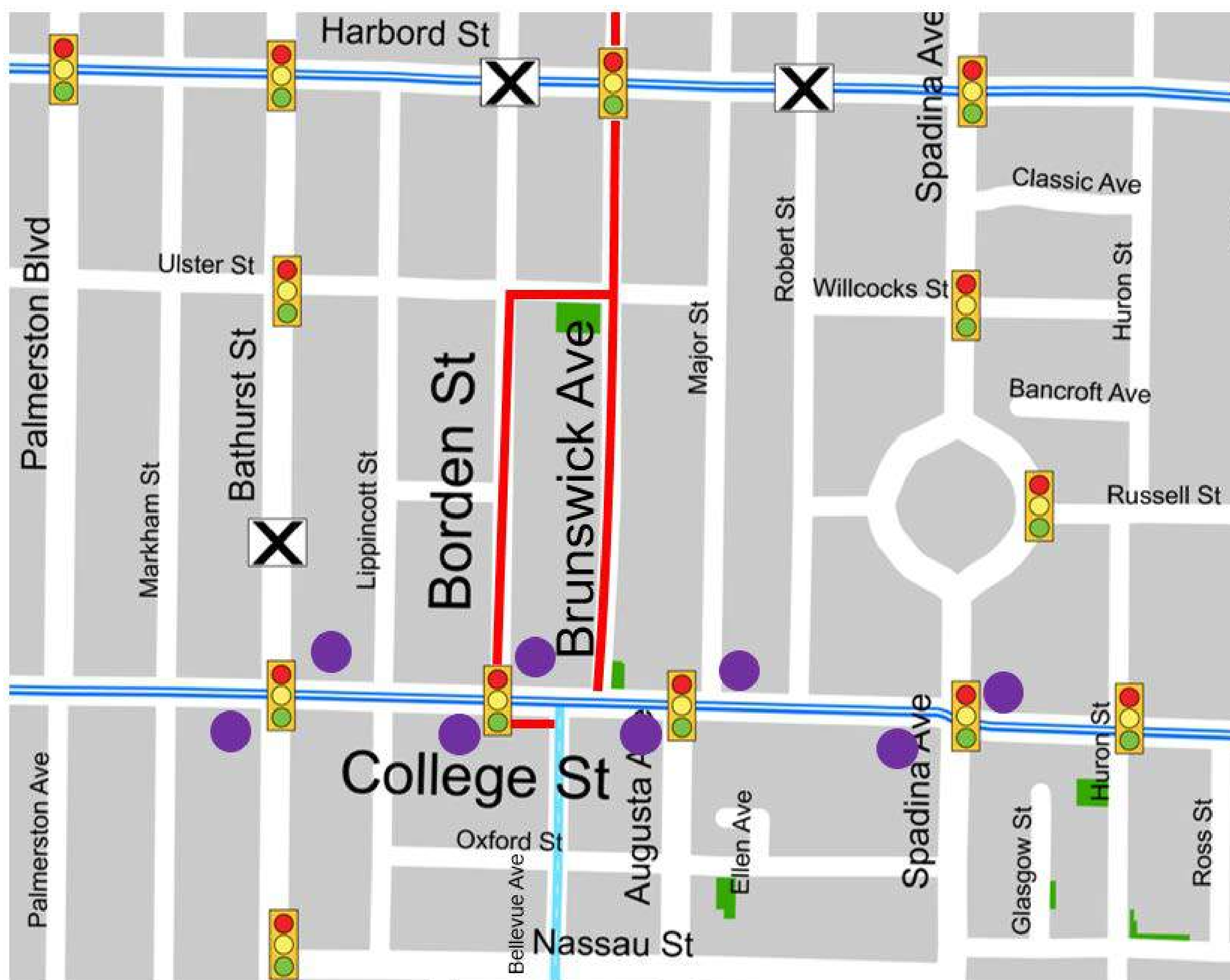


LEGEND:

-  Area for future study
-  Preferred cycling route option
-  Proposed future cycling connection

- Desired routing would be on **Howland Avenue** since there is a traffic signal at Dupont Street and a connection under the rail corridor on the north side
- However, Howland Avenue is **not wide enough** to accommodate a contra-flow bike lane and maintain parking
- Recommend the bikeway **end at Lowther Avenue in 2020** to allow further review and consultation of options, including a possible signal at Brunswick/Dupont before extending further north.

PREFERRED ROUTE: CROSSING COLLEGE STREET

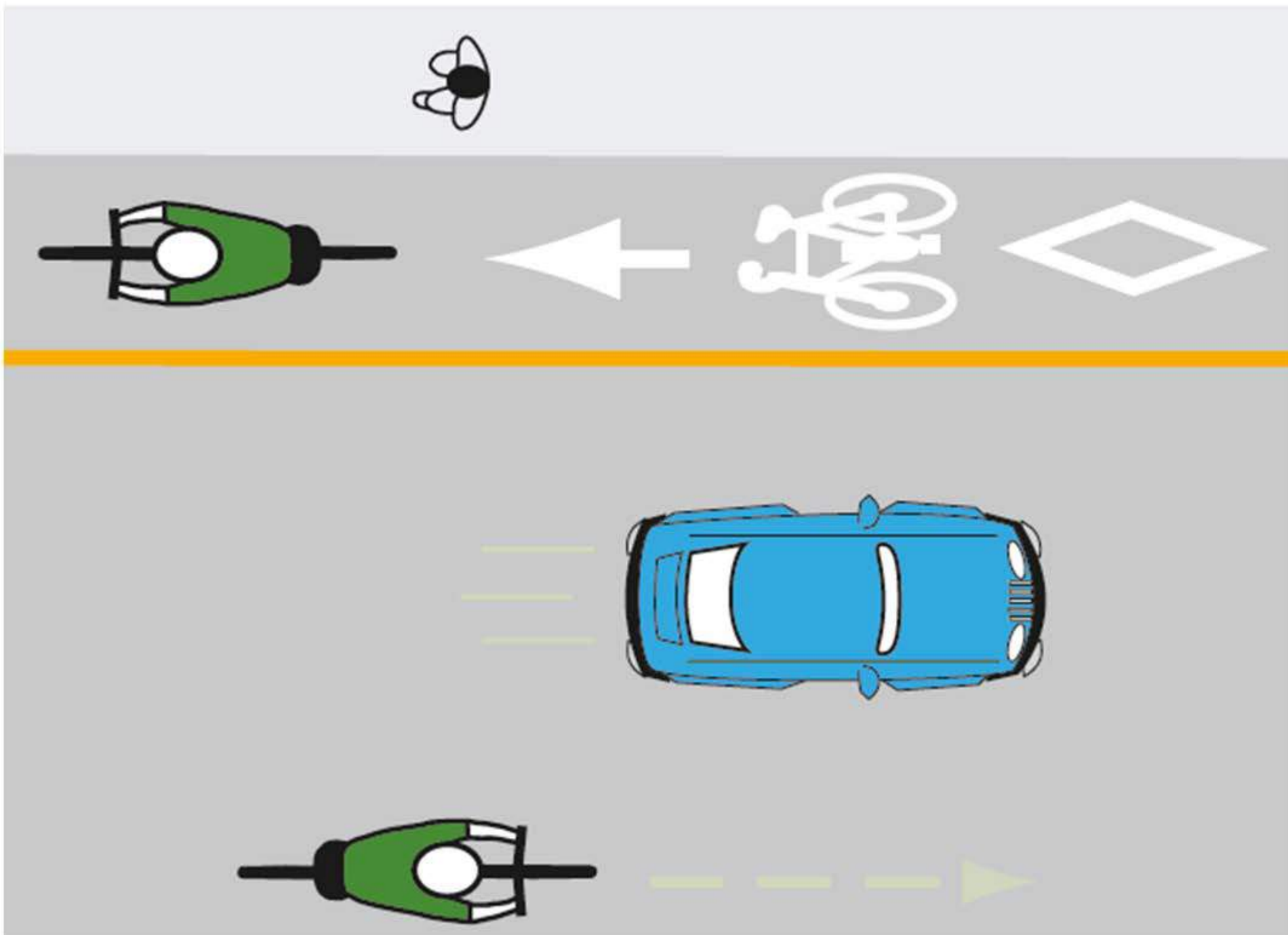


LEGEND:

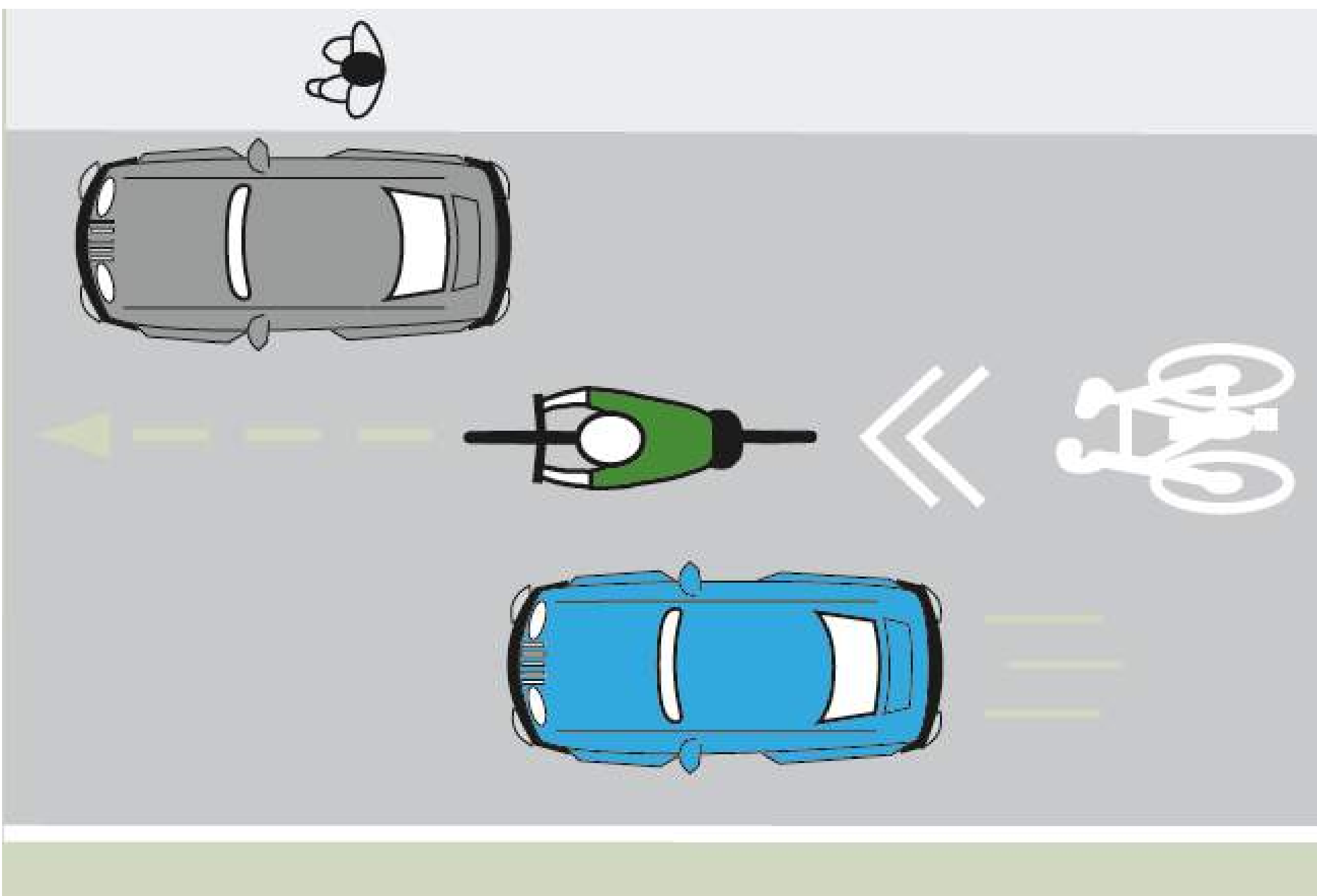
- Existing bike lane
- Existing on-street shared lane
- Existing 506 Carlton streetcar stop
- Preferred cycling route option

- The preferred route option would connect Bellevue Avenue to the existing signal at Borden Street, where people cycling would be able to cross College Street.
- The crossing would be at Borden Street instead of at Bellevue Avenue or Brunswick Avenue because:
 - Existing signal spacing between Bathurst and Spadina is between 165 m and 260 m apart, with streetcar stops placed nearby.
 - Installation of a new signal at Bellevue or Brunswick would be very close to the existing signals at Borden and Augusta. The additional signal has the potential to cause delay for the streetcars and could delay the delivery of this project.
 - Consolidation of the Borden and Augusta signals to a single signal at Brunswick is not desirable, as it would decrease crossing opportunities for people walking and remove the pedestrian crossing at Augusta which provides access to Kensington Market.

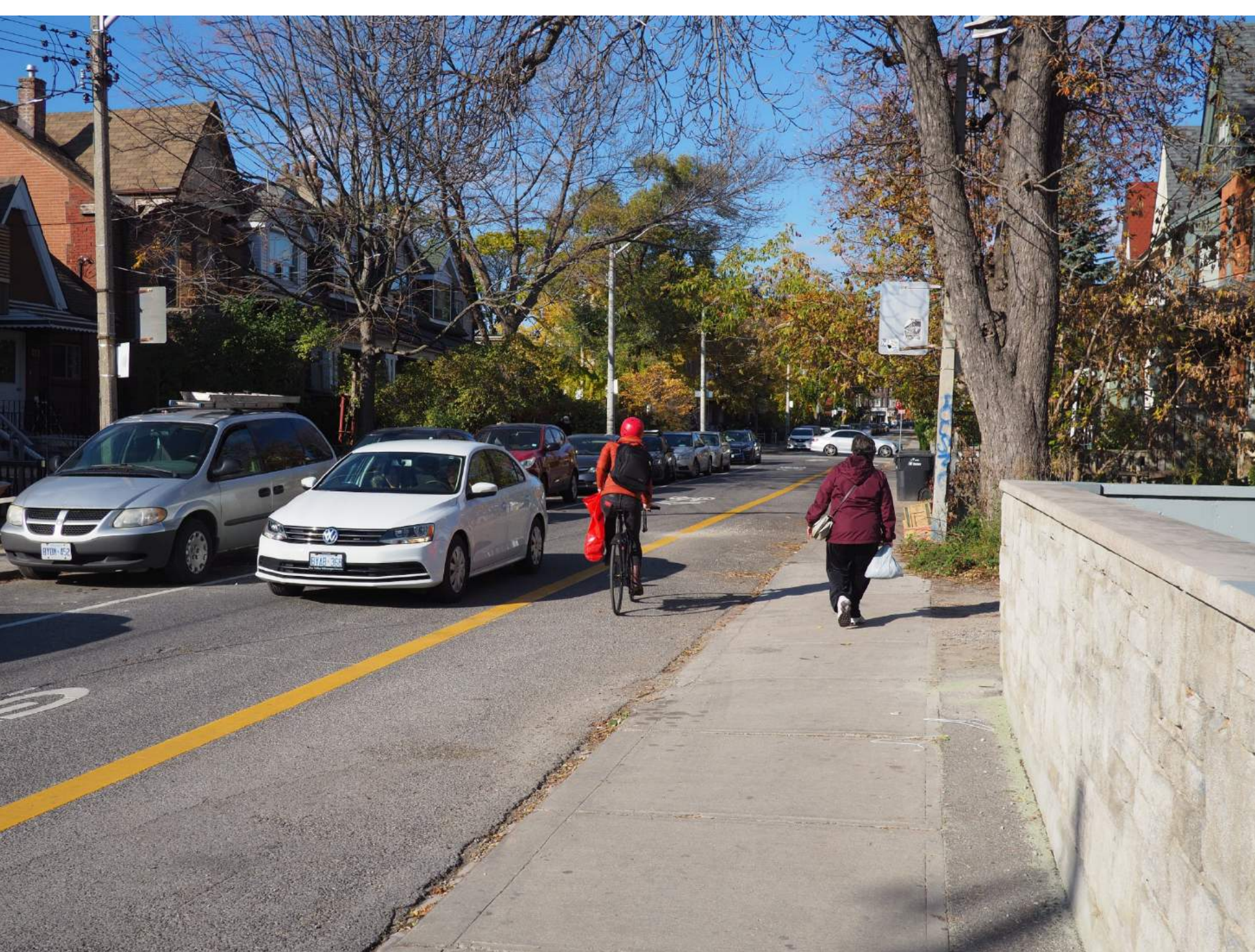
CONTRA-FLOW BIKE LANES EXPLAINED



Contra-flow bike lanes allow people cycling to travel in the opposite direction as motor vehicle traffic on one-way streets. People cycling in the same direction as motor vehicle traffic will travel in the same lane and should not ride in the contra-flow bicycle lane.



Sharrows are used in shared lanes as a reminder to share the road. Sharrows are only appropriate on low volume and low speed streets, where they help with wayfinding on local cycling routes.



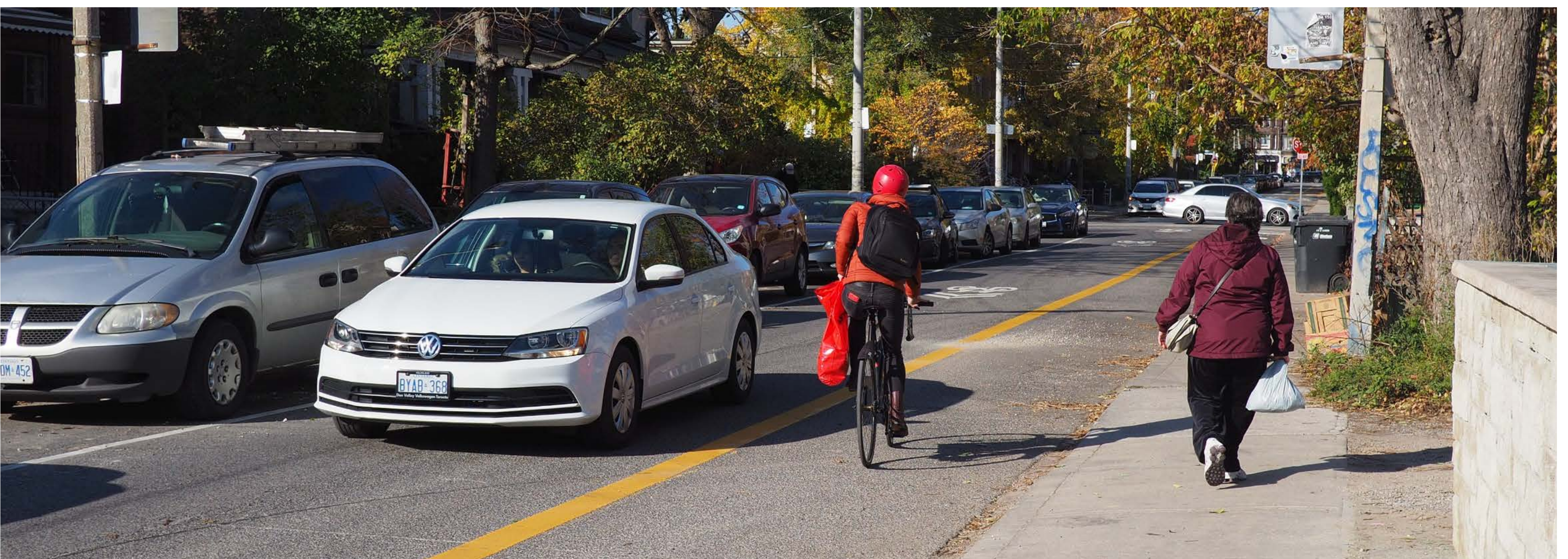
Contra-flow bike lanes are only appropriate on lower volume streets where it is safe for people cycling and driving to share the road. The contra-flow lanes have no impact on motor vehicle operations and they cause no additional delay to people driving. However, “No Stopping” regulations apply in contra-flow lanes. Also, new signal heads for cyclists in the contra-flow direction need to be added at traffic lights.

SAFETY BENEFITS

Providing a two-way cycling facility in the Brunswick-Borden corridor would provide a safer and more comfortable alternative to cycling on the nearby north-south arterial corridors which have higher speeds and volumes with no dedicated space for people who bike.

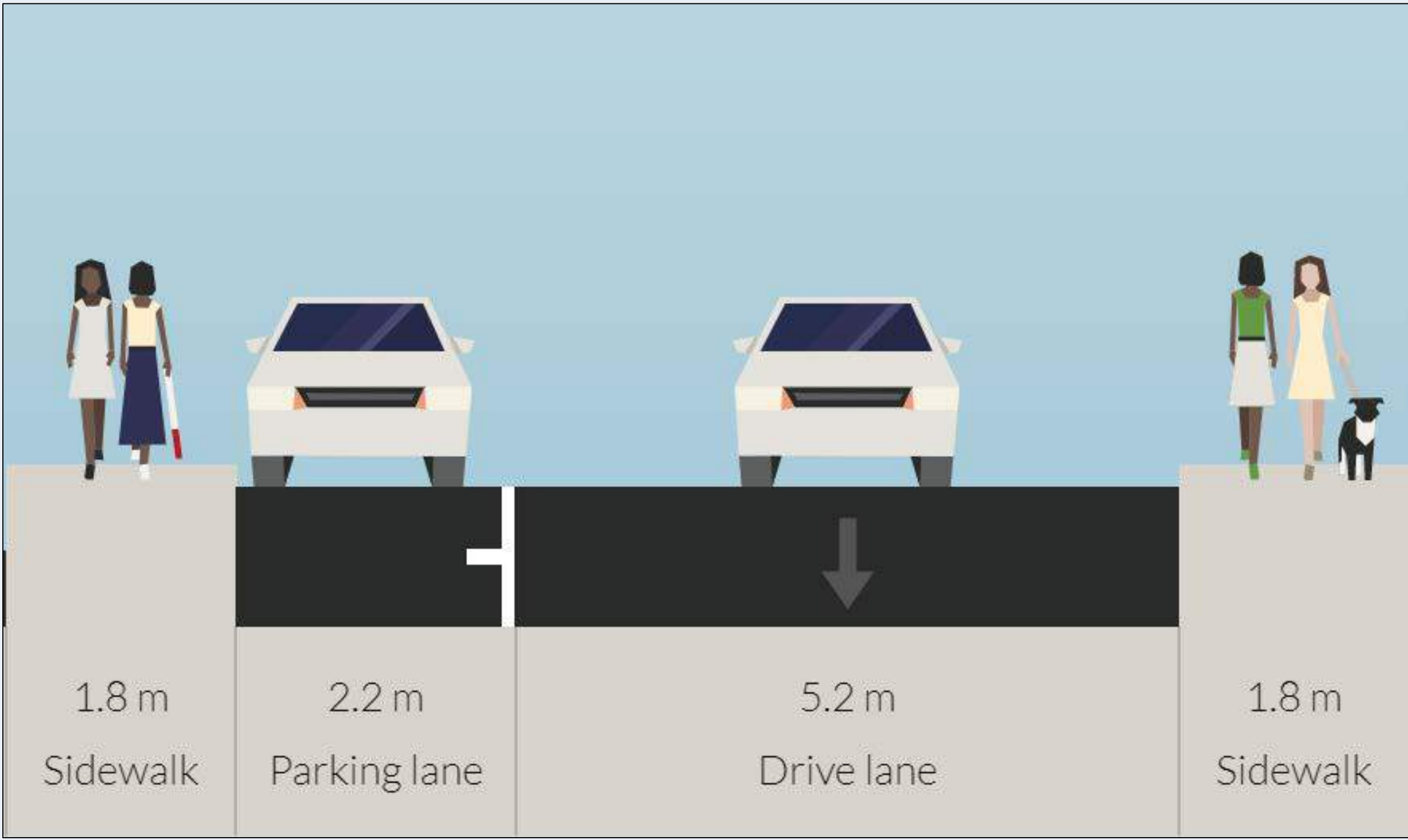
Sidewalk riding on one-way streets can be the result of people wanting to cycle in the opposite direction than is permitted on the roadway. Allowing people to cycle in both directions on the Brunswick-Borden corridor would improve safety for pedestrians by potentially [reducing sidewalk riding](#).

Implementing a contra-flow bike lane reduces the width of the travel lane. Reduced lane widths have been demonstrated to [reduce vehicle speeds](#). Reduced speeds on the Brunswick-Borden corridor would have safety benefits for all road users including people who walk, bike and drive.



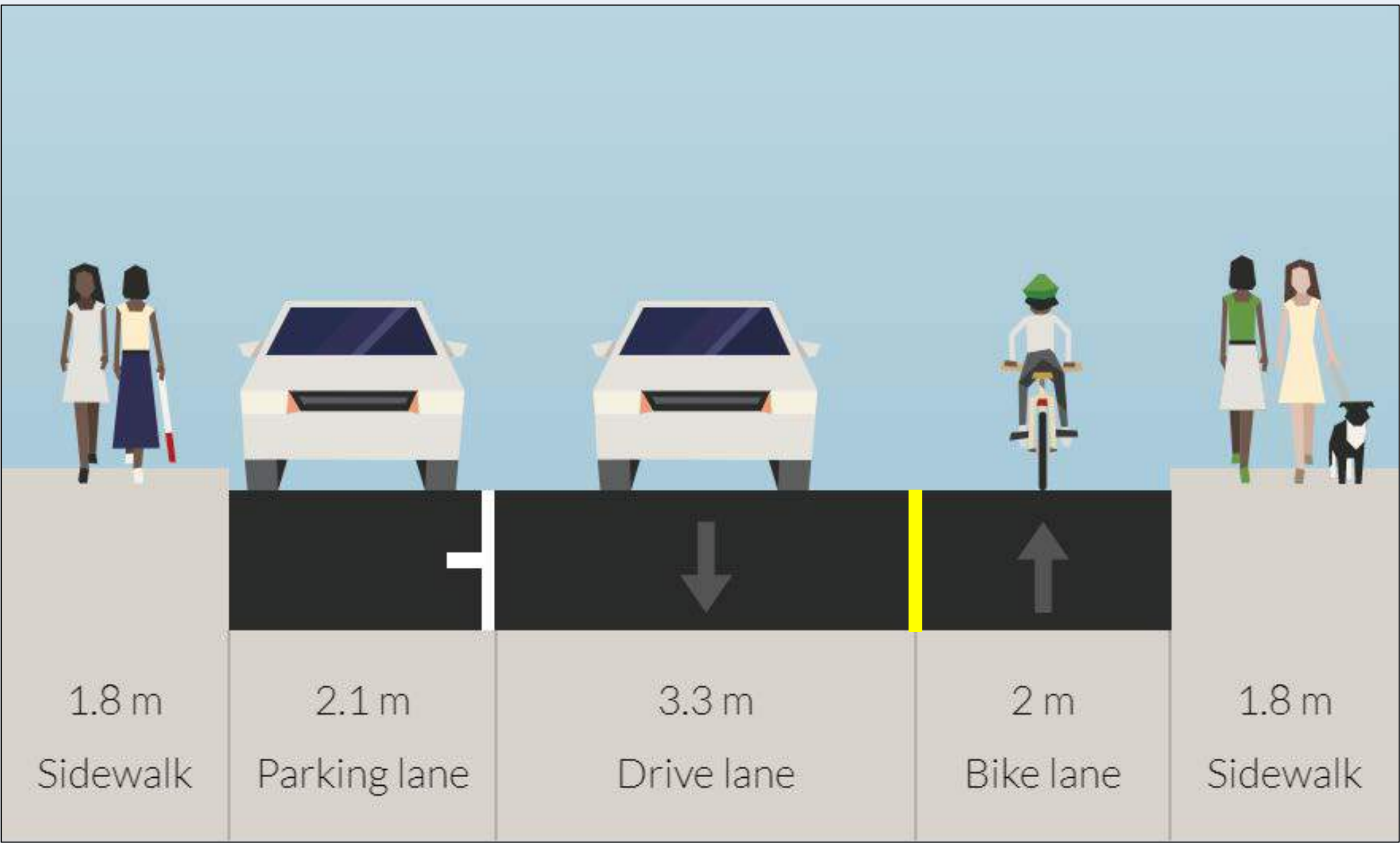
PROPOSED DESIGN: ONE-WAY SOUTHBOUND SECTIONS

EXISTING CROSS-SECTION



- On-street parking:
West side: Lowther to Bloor, Ulster to College
Alternating sides: Sussex to Harbord
- Permit parking:
12:00am to 7:00am: Sussex to Harbord, Ulster to College
10:00pm to 10:00am: Lowther to Bloor
- Posted speed: 30km/h

PROPOSED CROSS-SECTION



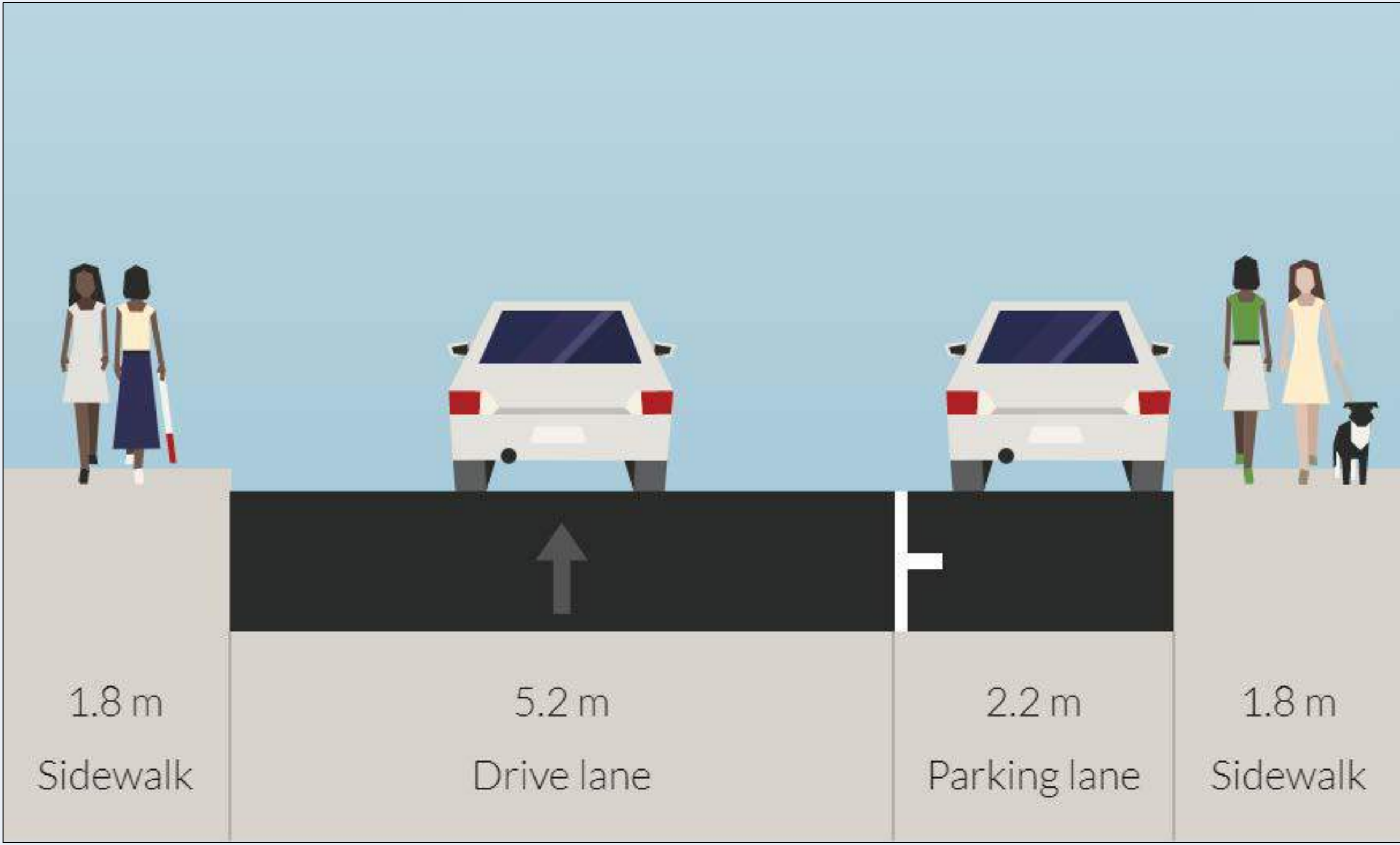
- Add 2.0 metre northbound contra-flow bike lane on the east side
- Mixed use lane (sharrows) in the southbound direction
- Parking on the west side at all times
- Permit parking hours remain unchanged
- No stopping permitted in contra-flow bike lane



LEGEND:	
	Contra-flow bike lane
	Parking
	Areas with this design

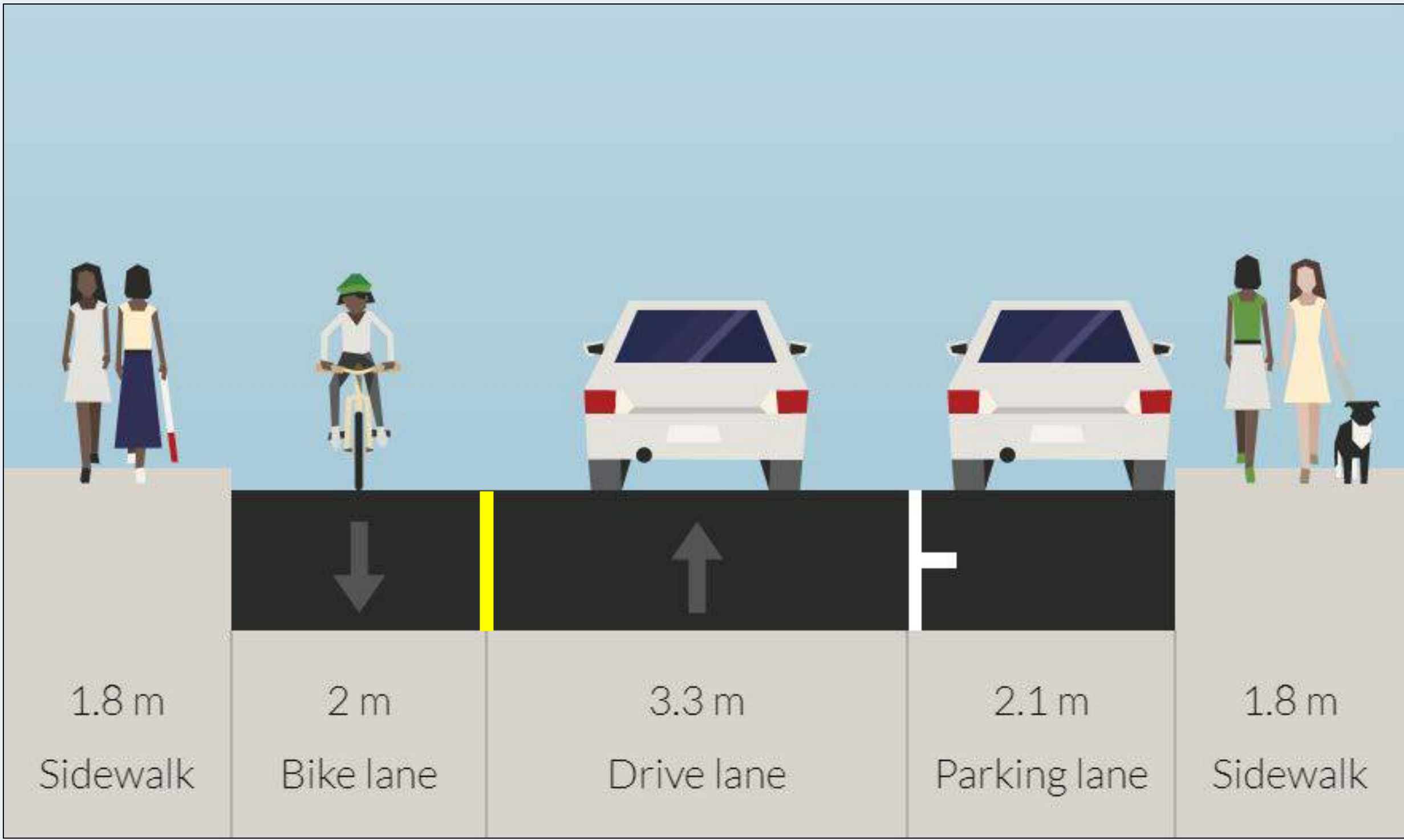
PROPOSED DESIGN: ONE-WAY NORTHBOUND SECTIONS

EXISTING CROSS-SECTION

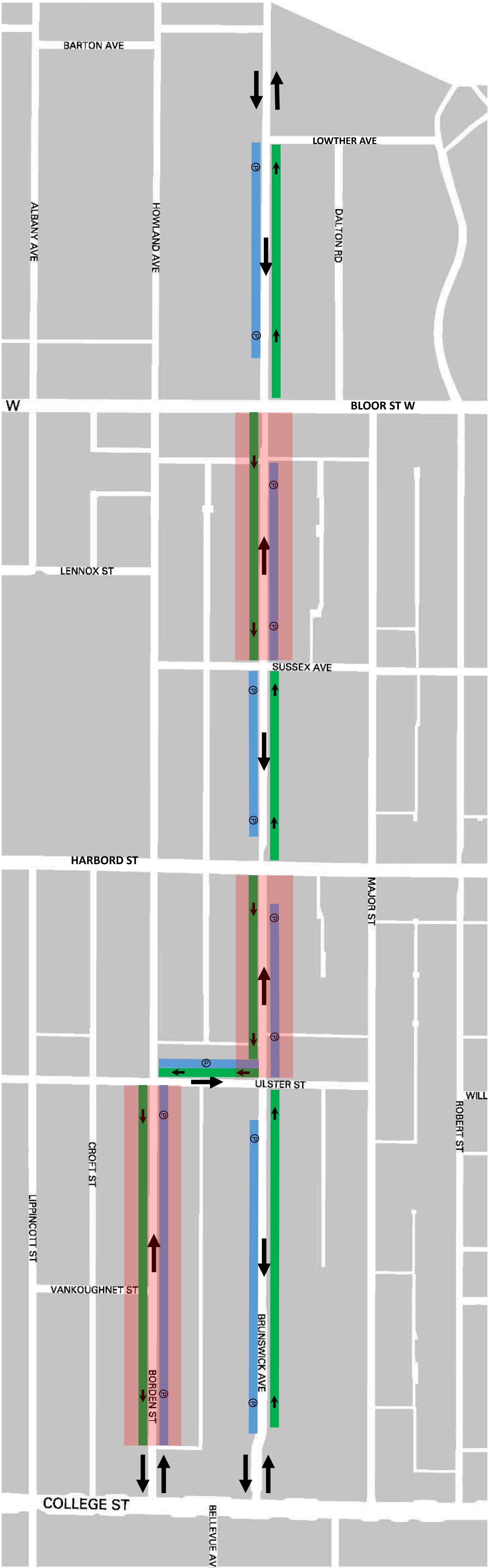


- On-street parking: Alternating sides for all sections
- Permit parking: 12:00am to 7:00am for all sections
- Posted speed: 30km/h

PROPOSED CROSS-SECTION



- Add 2.0 metre southbound contra-flow bike lane on the west side
- Mixed use lane (sharrows) in the northbound direction
- Parking on the east side at all times
- Permit parking hours remain unchanged
- No stopping permitted in contra-flow bike lane



LEGEND:

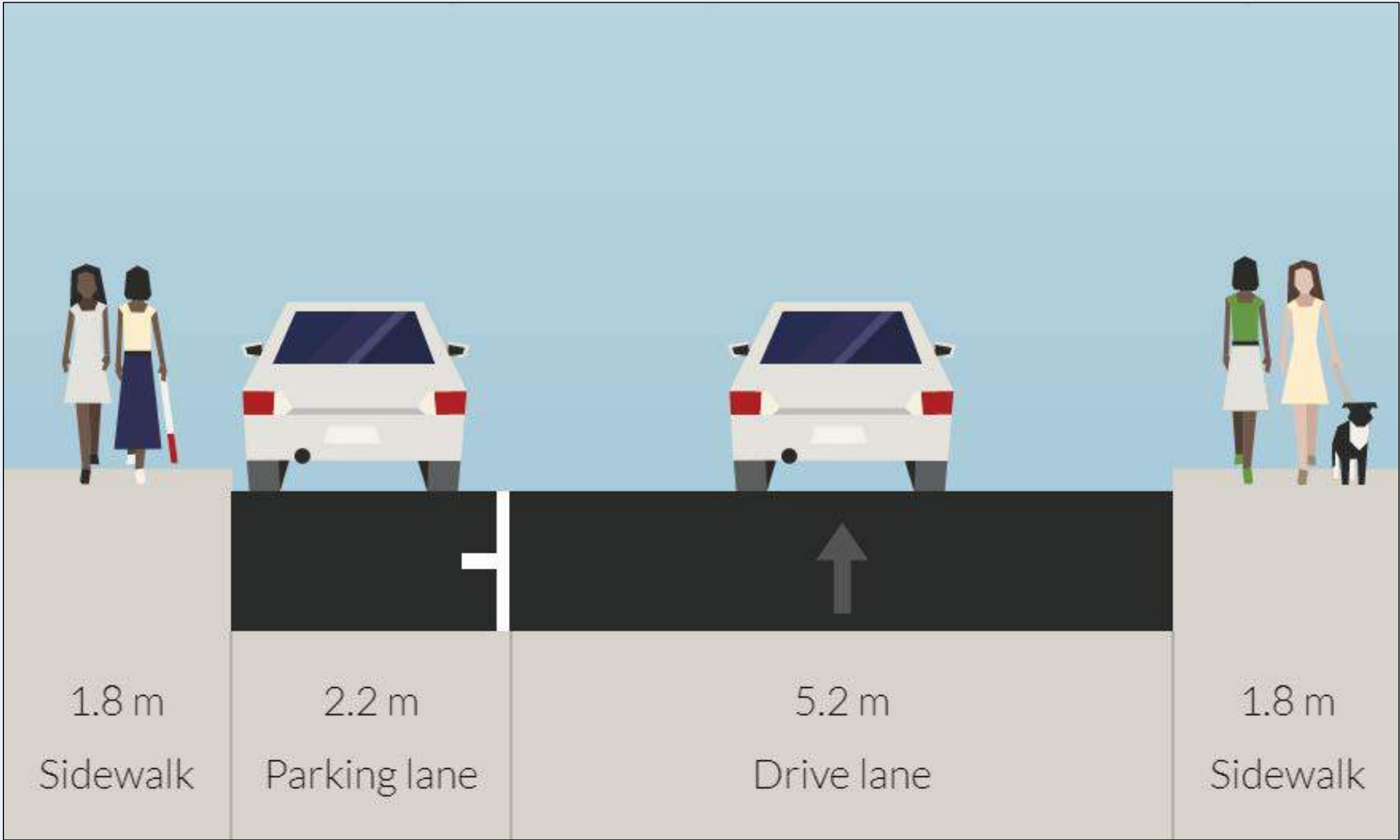
Contra-flow bike lane

Parking

Areas with this design

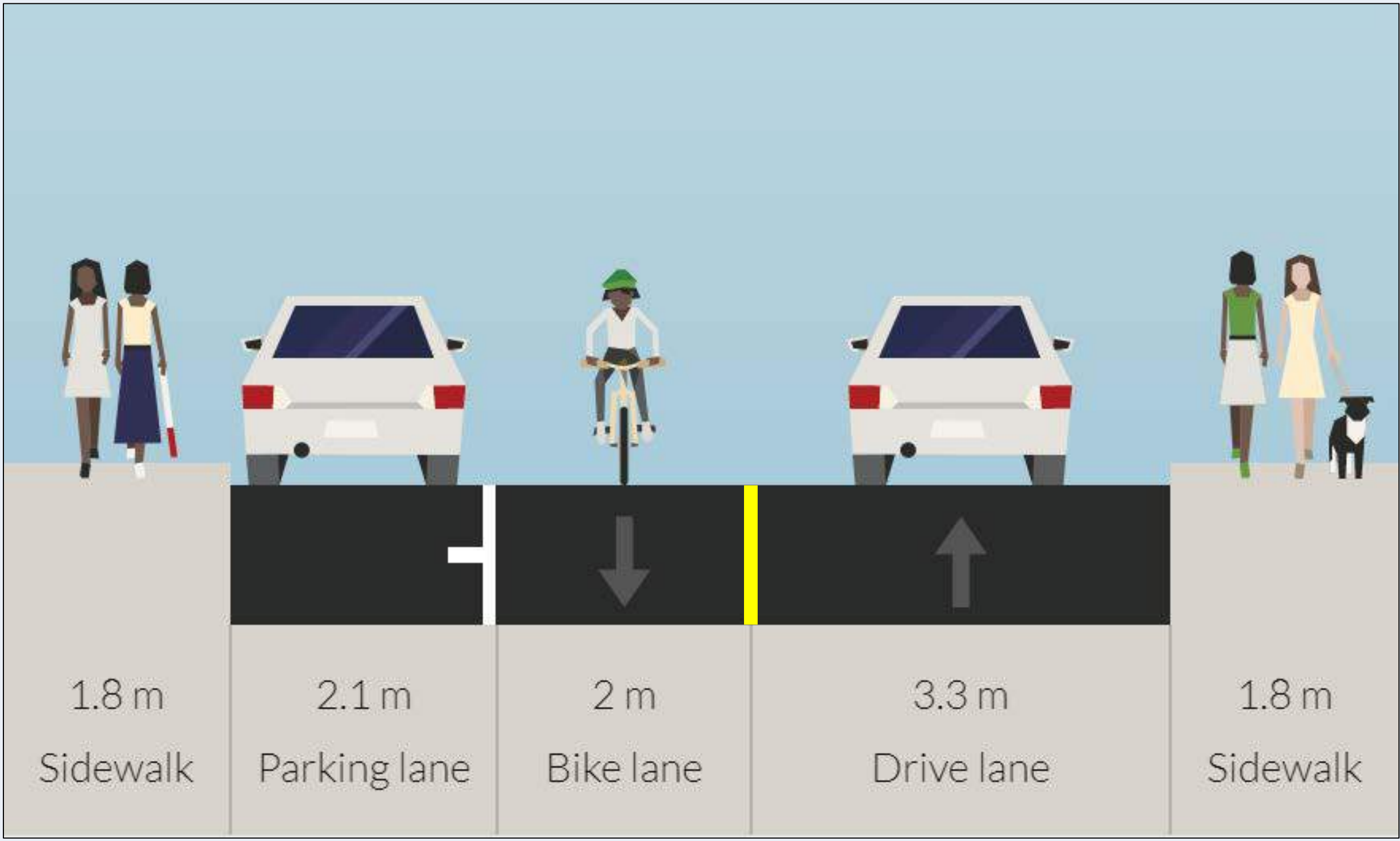
PROPOSED DESIGN: ULSTER STREET

EXISTING CROSS-SECTION



- On-street parking:
North side
(No Parking adjacent to the park on both Ulster and Brunswick)
- Permit parking:
12:00am to 7:00am
- Posted speed: 30km/h

PROPOSED CROSS-SECTION



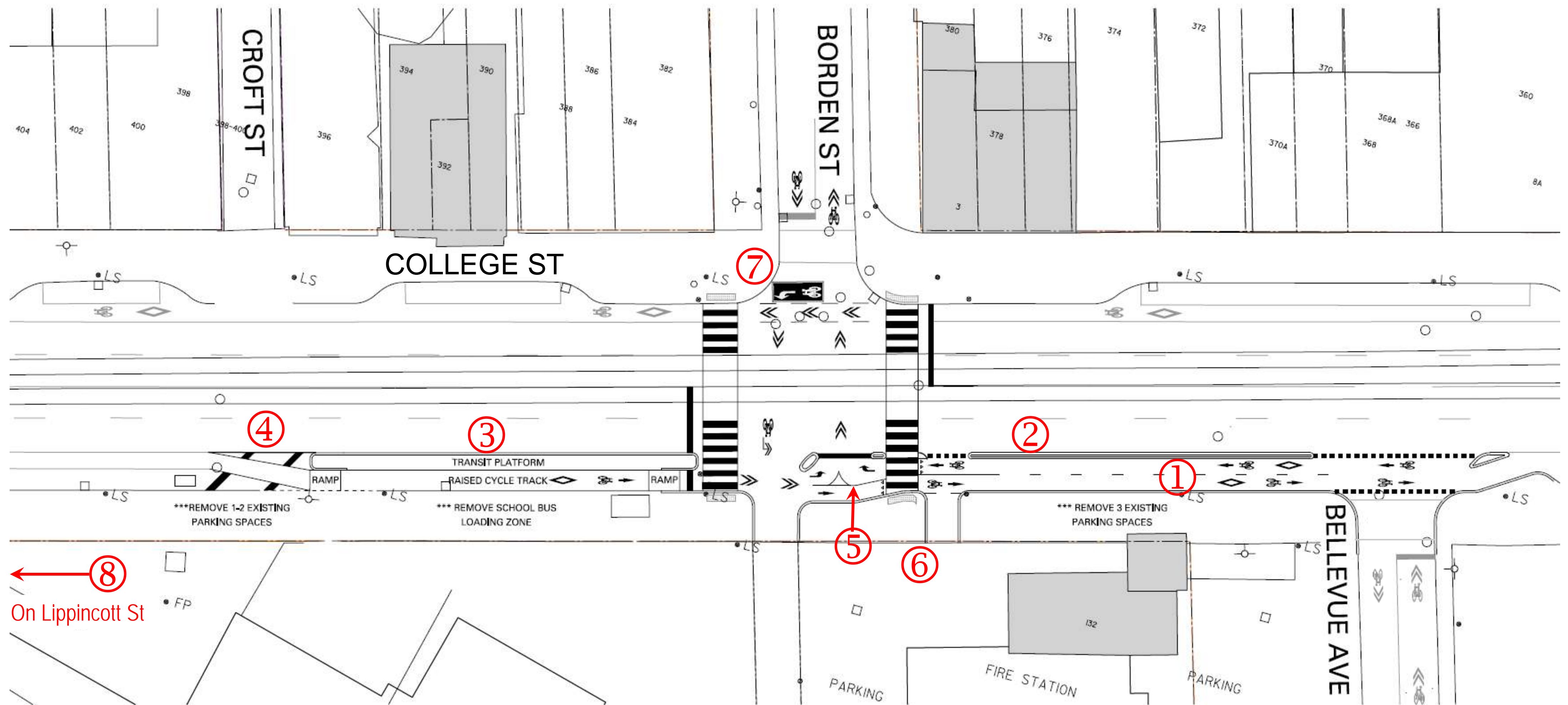
- Maintain No Parking next to the park with parking remaining on the north side
- Add 2.0 metre westbound contra-flow bike lane on the north side adjacent to parking
- Mixed use lane (sharrows) in the eastbound direction
- Permit parking hours remain unchanged



LEGEND:

- Contra-flow bike lane
- Parking
- Areas with this design

PROPOSED DESIGN: CONNECTING BORDEN, COLLEGE AND BELLEVUE



Note: The illustrated design is preliminary and subject to change during detailed design.

KEY FEATURES

- ① Two-way cycle track replacing eastbound bicycle lane and parking bay (removal of 3 parking spaces) to facilitate northbound cyclists from Bellevue Avenue to Borden Street, as well as left-turning cyclists from northbound Bellevue Avenue to westbound College Street
- ② Concrete median separating cycle track and vehicle lanes
- ③ Eastbound raised cycle track through streetcar stop (removal of the weekday daytime school bus loading zone and 3 evening/weekend parking spaces)
- ④ Transition from existing eastbound bicycle lane to raised cycle track (removal of 1-2 parking spaces)
- ⑤ Bicycle queuing area for people waiting to go north onto Borden Street
- ⑥ East crosswalk shifted closer to the intersection and fire hall driveway shifted out of intersection
- ⑦ Left turn bicycle box for people cycling from westbound College Street to southbound Bellevue Avenue
- ⑧ Relocated school bus loading zone on Lippincott Street that allows children to load/unload directly from the sidewalk and has fewer conflicts with people cycling

Construction proposed for summer/fall 2020

PROPOSED DESIGN: CONNECTING BORDEN, COLLEGE AND BELLEVUE



Looking northwest from the southeast corner of College Street and Borden Street



Looking west along College Street toward the Borden Street intersection

Note: Renderings show the preliminary design, which is subject to change during detailed design.

OTHER PROPOSED CHANGES



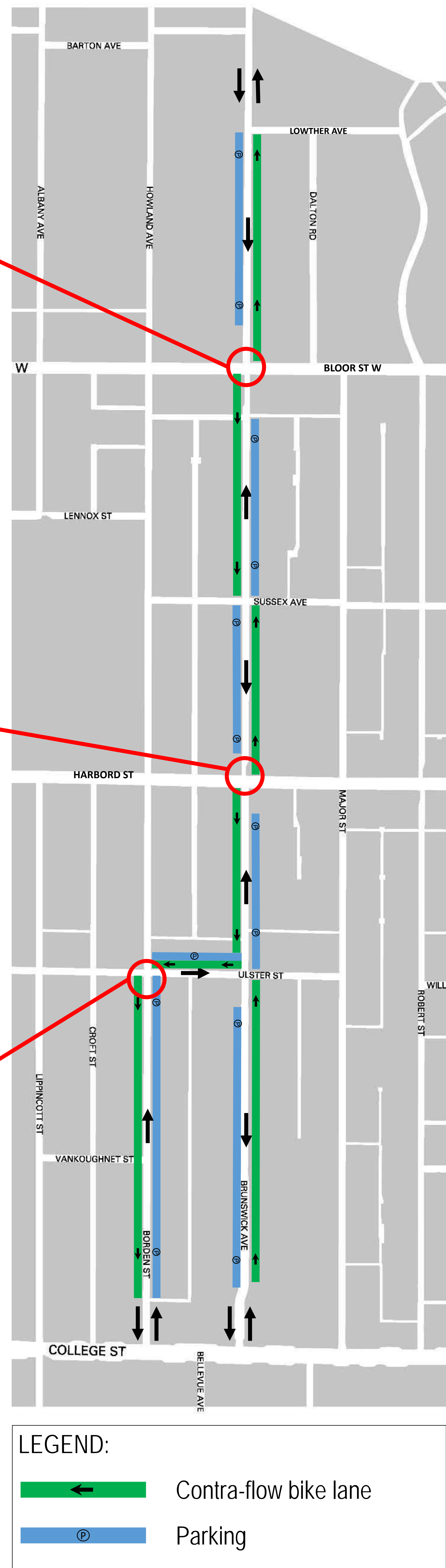
Painted “Loading” area at the northeast corner of Bloor and Brunswick will need to be relocated to the west side



Bulb-out on the northeast corner of Harbord and Brunswick will need to be narrowed to accommodate the contra-flow lane



Bulb-out (with tree planting) on the southwest corner of Borden/Ulster will require parking on the east side to be cut back 2-3 spaces



NEXT STEPS

Submit Your Feedback

Complete the Feedback Form by February 21, 2020:

- Submit an online Feedback Form at toronto.ca/BrunswickBorden
- Paper forms are provided at the public drop-in event

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.

Summer-Fall 2020

Local road reconstruction on Borden Street (between Vankoughnet Street and Harbord Street) and installation of the approved design.



CONTACT US

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

Jason Diceman, Senior Public Consultation Coordinator
Jason.Diceman@toronto.ca
416-338-2830

toronto.ca/BrunswickBorden