

# Welcome

## Oakwood Neighbourhood Cycling Connections: Wards 9 and 12



Public Drop-In Event #3

March 12, 2020

6:30 pm – 8:30 pm

Oakwood Village Library and Arts Centre



## Purpose of Tonight's Event



1. **Provide information** about this project, which aims to improve conditions for people cycling in the Oakwood Neighbourhood
2. **Overview of the feedback and design changes** from the most recent public consultation (June/July, 2019)
3. **Outline the proposed routes and design** for future cycling connections in the Oakwood Neighbourhood
4. **Receive additional comments and respond to questions** from the public

Please review these information panels and provide your comments here at the event or by using the online feedback form at [toronto.ca/oakwoodcycling](https://toronto.ca/oakwoodcycling)

# Why Support 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



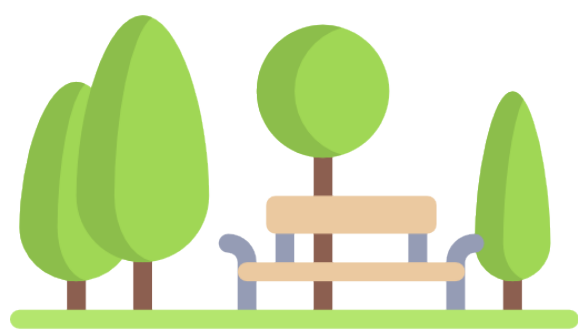
## Vision Zero Road Safety Plan

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



# School Board Active Transportation Charters

## TDSB Charter for Active, Safe and Sustainable Transportation

**The TDSB will:**

- invest resources to support active, safe and sustainable transportation to and from school, including efforts made within the school itself;
- identify and remove barriers to getting to and from school actively by partnering with stakeholders to work as a coordinated team;
- connect students’ active transportation to and from school to their learning in health, environmental, technological, and physical education, and other curriculum areas;
- collaborate with internal and external partners to facilitate the implementation of school travel plans and road safety education along with other measures to expand on existing programs within schools and;
- increase students’ overall physical activity and mental health through positive interactions with peers, parents, and staff.



**Active Transportation Travel Charter**

**Introduction**

As the number of children being driven to schools for short trips continues to grow, community streets and spaces where children gather have greater congestion which contributes to traffic safety and air quality issues. Consistent with the papal encyclical *Laudato Si*, where Pope Francis speaks to our responsibility to the environment, The Toronto Catholic District School Board is committed to ensuring that children have an opportunity to play and engage in healthy exercise, while fostering their independence in a fresh air.

**Background**

Active travel is an approach to transportation that focuses on physical activity, walking, riding, skateboarding, scooting to school; as opposed to motorized means. Active travel is fundamental to the health and wellbeing to children and youth to develop active travel skills. Active travel has ceased being routine for children even through active travel provides exercise, social connections and is an environmentally responsible choice

Active travel offers the ability to build and preserve physical and emotional health healthy and age appropriate independence for children. Supporting safe, active and sustainable travel reflects the principles of Ontario’s Foundation for a Healthy School.

The Toronto Catholic District School Board respects the following principles in support of Active Modes of Transportation

**Physical and Mental Health**

Active modes of transportation are proven to promote personal health and well-being, while encouraging physical activity as a daily exercise program.

**Equity**

Active Transportation is universally affordable and promotes independence and safety for all community members

**Community Cohesion and Appreciation**

An active transportation environment encourages and facilitates a caring and connected local community

**Community Safety and Accessibility**

An environment where active transportation is supported by the school and the community increases community safety for all.

**Activity and Learning**

Daily physical activity, including active modes of transportation prepares students for learning and success in school and the community.

**Environmental Sustainability**

Active Modes of transportation decrease the environmental impact of schools within the community

The Toronto Catholic District School Board will:

- Connect student’s active transportation to and from school to their learning in religion, health, environmental, technological, physical education and other curriculum areas, consistent with our Catholic Graduate Expectations.
- Increase students overall physical activity and mental health through positive interactions with peers, parents and staff.
- Invest resources to support active, safe and sustainable transportation to and from school, including efforts made within the school itself.
- Identify and remove barriers to getting to and from school actively by partnering with stakeholders to work as a coordinated team.
- Collaborate with internal and external partners to facilitate the implementation of school travel plans and road safety education along with other measures to expand on existing programs within schools.

This project provides connected active transportation routes to both schools in support of school board Active Transportation Charters.



# Bikeway Infrastructure

## What is a Bike Lane?

- Designated bicycle lanes are a dedicated part of the roadway for the exclusive use of people cycling
- Other road users may not lawfully drive, stand, stop or park in a designated bicycle lane with some exceptions
- Buffered bicycle lanes have additional painted space between the motor vehicle lanes and bicycle lanes



## What is a Contra-flow Bike Lane?

- Contra-flow bicycle lanes allow people cycling to travel in two directions on a street which is one-way for all other vehicles.
- People cycling travel in one direction in the designated bicycle lane. When travelling in the opposite direction, the person cycling will travel in the mixed-use traffic lane or another bicycle lane in the same direction as traffic, if present.
- The “contra-flow” bicycle lane will have arrows painted in the lane, communicating that the bicycle lane is to be used in only one direction.



## What is a Sharrow (Shared Lane)?

- The shared lane marking is not a dedicated cycling facility
- Shared lane markings, or “sharrows” are road markings used to indicate a shared environment for bicycles and motor vehicles.
- The shared lane markings highlight cycling routes alerting all road users to the presence of bicycle traffic on the street.
- In lanes that are too narrow for people cycling and motorists to travel side-by-side, people cycling should ride in the centre of the lane to discourage motorists from passing too closely.
- Drivers must wait behind the person cycling until it is safe to pass with minimum 1 metre clearance.





# How Do Torontonians Feel About Cycling?

70%

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



1 in 4

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

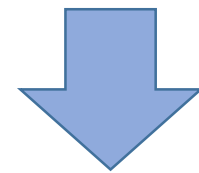




# Background: Oakwood Cycling Connections

## HOW DID WE GET HERE?

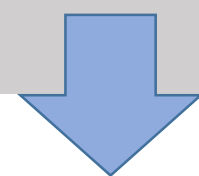
**2017:** Vaughan Road between Dufferin Street and Oakwood Avenue was programmed for resurfacing in 2019/2020. When a roadway is being resurfaced, it creates an opportunity to redesign the roadway and incorporate new safety features like cycling infrastructure and appropriate lane widths.



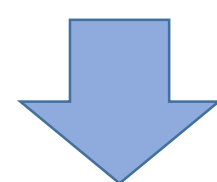
**2018:** Staff reviewed local road safety features including curb extensions, reduced lane widths and potential cycling facilities.



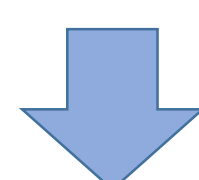
**2019:** The Cycling Network Plan update was adopted by City Council with goals of growing, connecting, and renewing cycling infrastructure. The Oakwood Cycling Connections projects were identified in the Near Term Implementation Plan. The Vaughan Road bike lanes were proposed to provide a new east/west route. A new north/south connection was also proposed to connect the proposed Vaughan Road bike lanes to the existing bike lanes on Rogers Road.



**April-June 2019:** Oakwood Cycling Connections Public Consultation – Phase 1. The City of Toronto Transportation Services hosted 2 public drop-in events and online consultation to get feedback on potential Oakwood Cycling Connections (Vaughan Road, Northcliffe Boulevard, Glenholme Avenue, Rosemount Avenue).



**June 2019:** City Council approved the Vaughan Road bike lanes. The new Vaughan Road bike lanes will be installed in 2020.



**March 2020:** Oakwood Cycling Connections Public Consultation – Phase 2. The City is putting forth the preferred north/south route for community feedback prior to seeking approval from City Council.

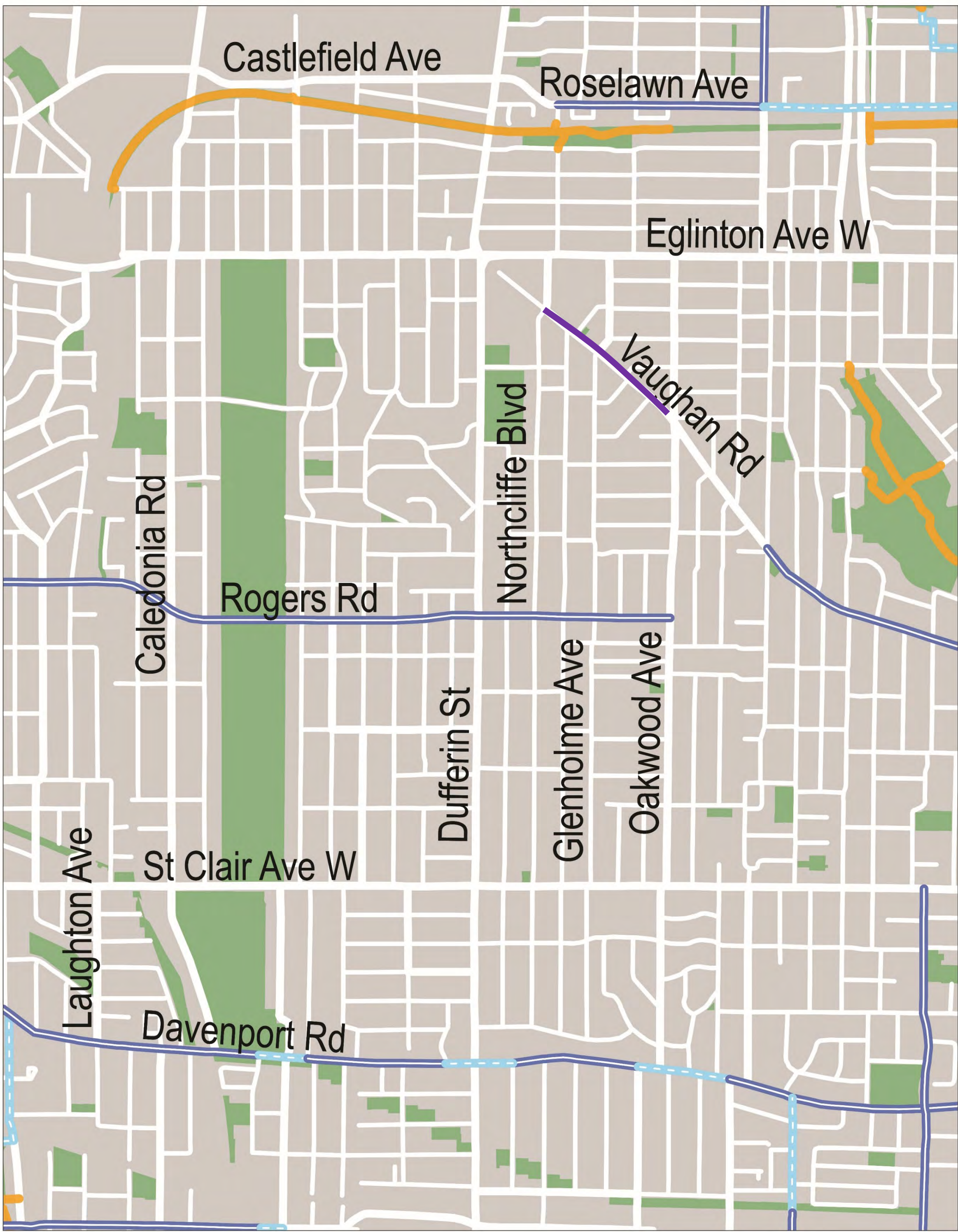


# Project Area and Goals

## Project Goals

- 1. Create a **direct north/south safe route** between Rosemount Avenue and Vaughan Road
- 2. **Extend** and connect the existing cycling routes including the well-used Davenport Road bike lanes from downtown to the Oakwood neighbourhood
- 3. **Improve safety and comfort** for people by separating motor vehicles and bicycles for one direction
- 4. **Reduce speed** by optimizing lane widths 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.

## Project Area



- Approved Bike Lane
- Existing Bike lane
- Existing Shared Lane
- Multi-Use Trail

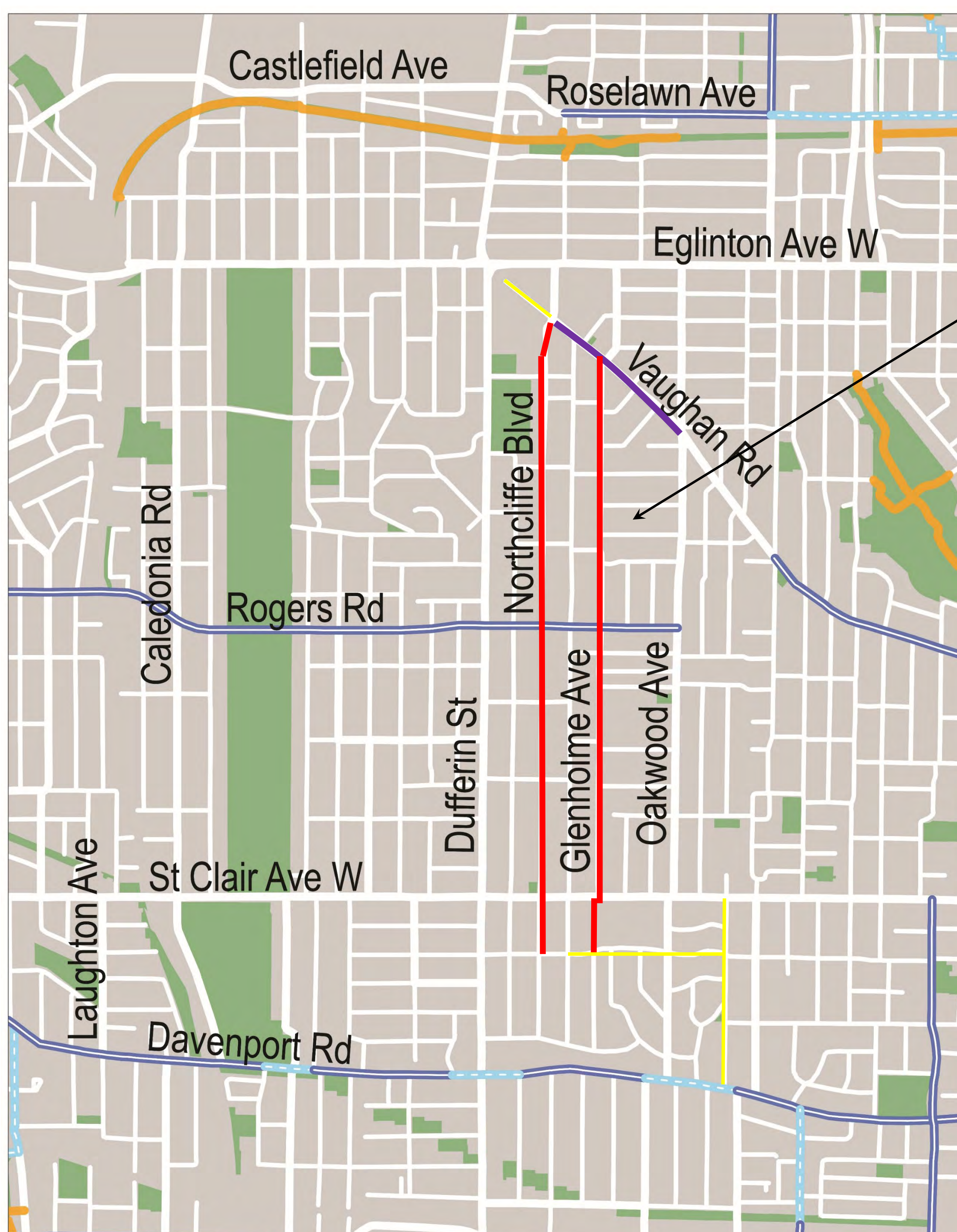


# Route Options and Existing Connections

The City of Toronto identified Northcliffe Boulevard or Glenholme Avenue as an option to create a direct north/south safe cycling route.

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

- Opportunities to cross major streets safely at **existing traffic signals or stop controlled intersections**
- **Road width and steepness** to accommodate cycling in both directions, while limiting impacts to on-street parking
- **Route directness**
- **Community feedback** from the public consultations held in spring 2019.



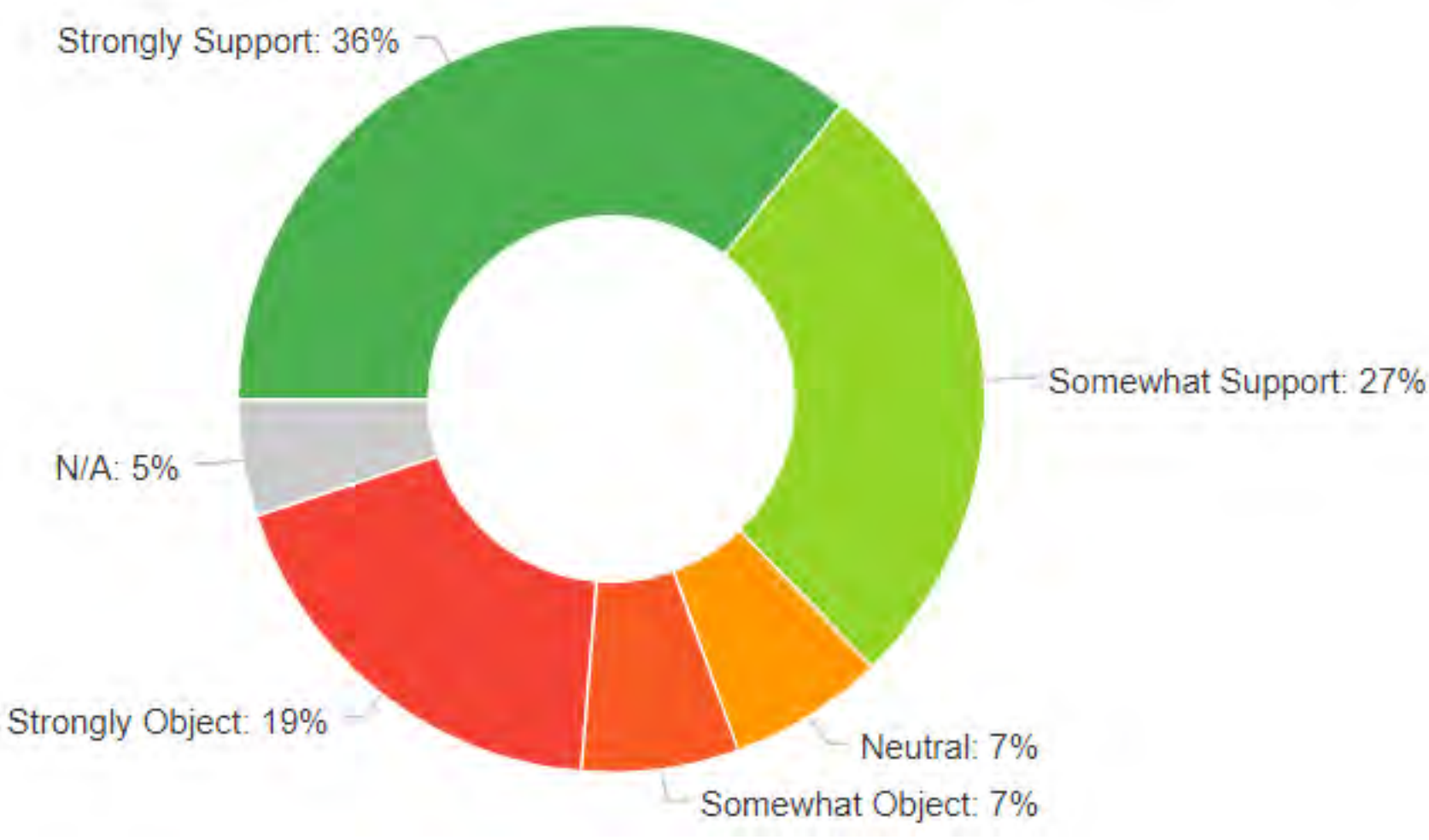
Both Northcliffe Boulevard and Glenholme Avenue have been studied



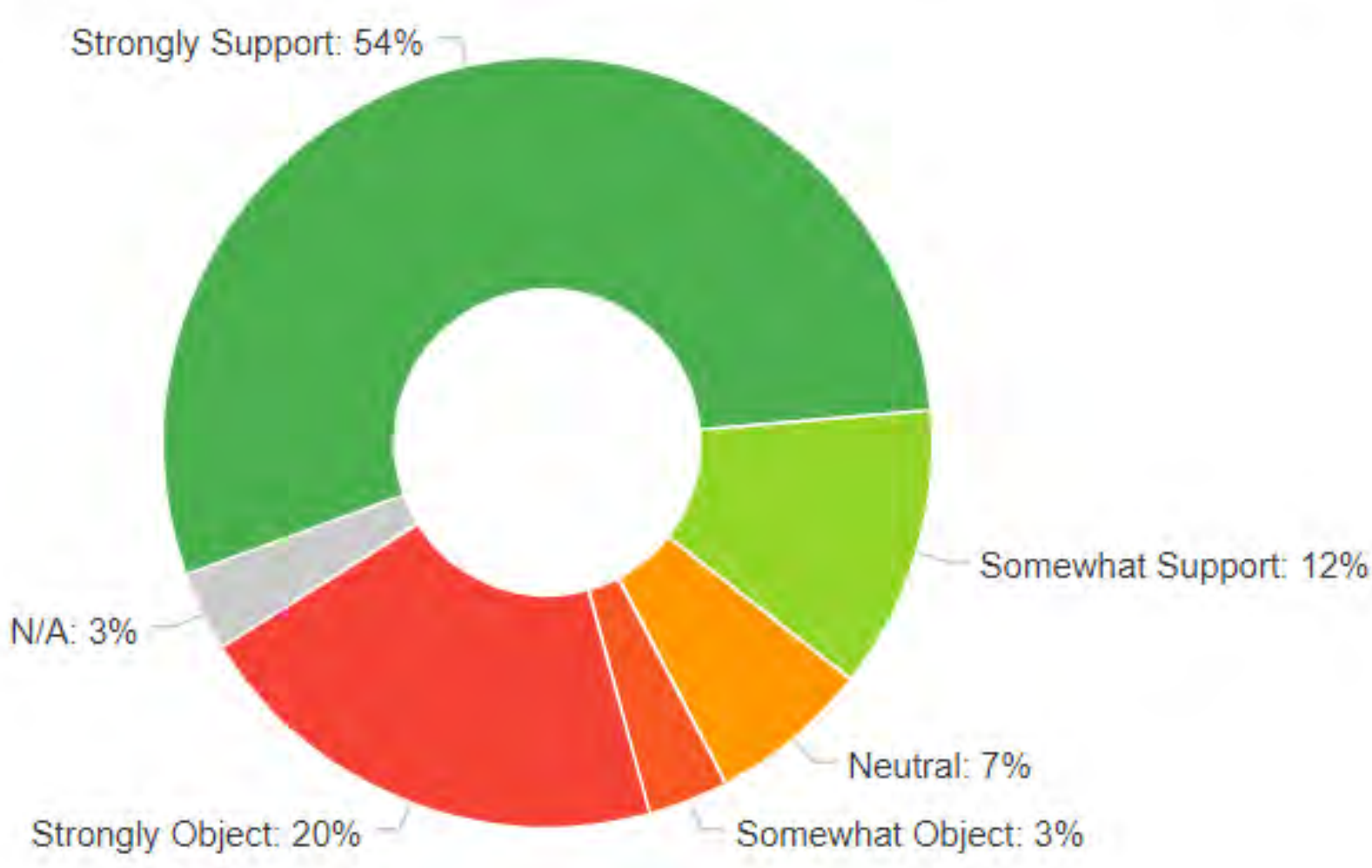
# Public Feedback: Spring 2019

The City held public consultations in spring 2019. Below is a summary of levels of support for the Northcliffe and Glenholme route options.

Please indicate your level of support for the proposed cycling routes on Northcliffe Blvd:



Please indicate your level of support for the proposed cycling route on Glenholme Avenue:



From the results of community feedback, there was a higher level of strong support for Glenholme Avenue and a slightly higher level of support overall. The level of opposition to each route was similar.



Oakwood Neighbourhood Cycling Connections  
Public Drop-In Event: spring 2019

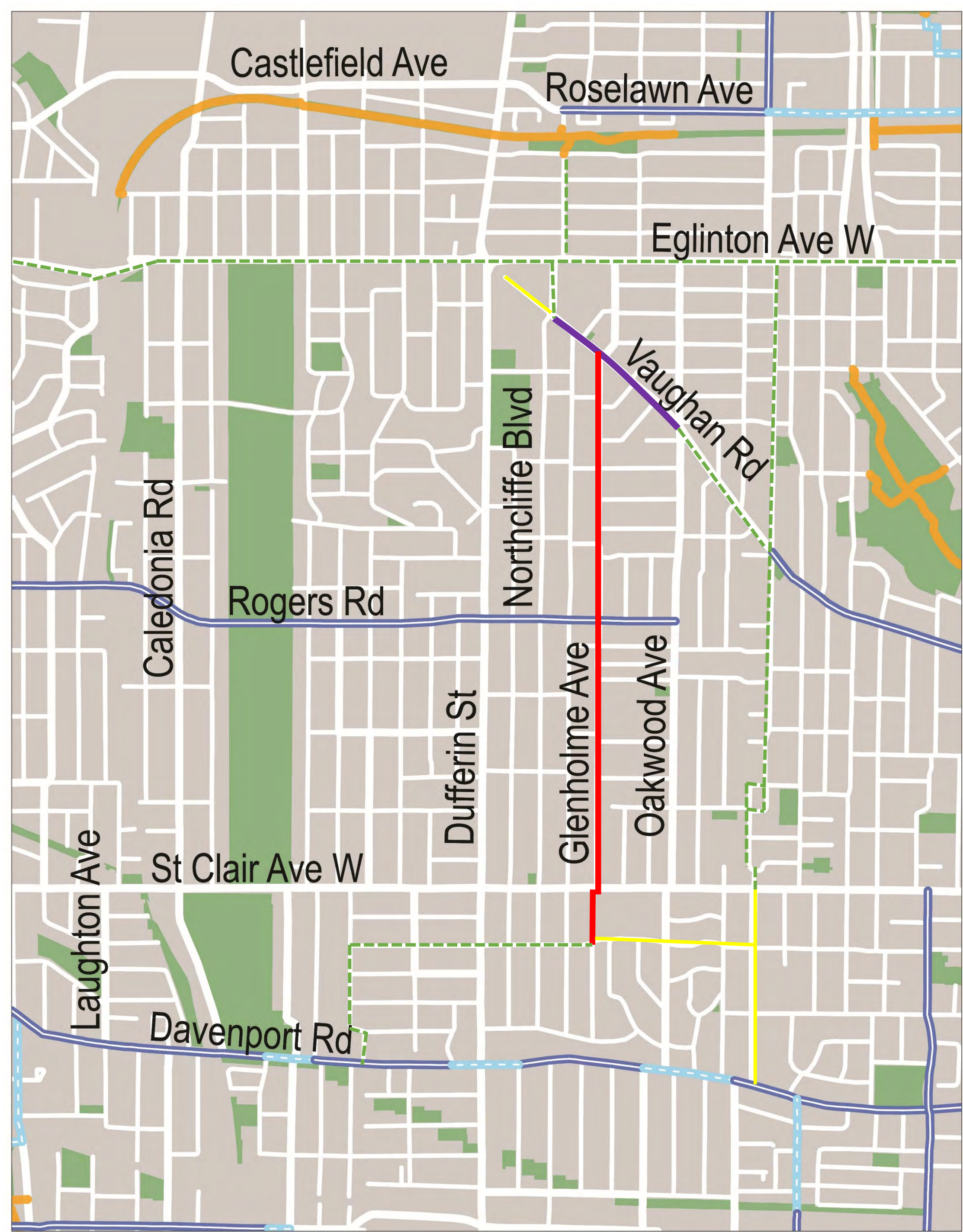


The City received a number of specific comments on the route options, including the grade (steepness) of the road, snow removal and storage, and connections with existing cycling routes. Below is a summary of public feedback and how this was incorporated into the proposed design recommendations.

Feedback & Design Criteria		Northcliffe Boulevard		Glenholme Avenue
Use a street with a more gradual gradient	➡	Has a steeper gradient	➡	Has a more gradual gradient
Choose a wider street to accommodate snow storage	➡	7.5 m wide	➡	8.5 m wide
Find a route with protected crossings to provide safer connections to existing cycling facilities	➡	Connects directly to Rogers Road and Vaughan Road bike lanes, but there is no signalized intersection at Northcliffe Boulevard and Rogers Road	➡	Connects directly to Rogers Road and Vaughan Road bike lanes with a signalized intersection at Glenholme Avenue and Rogers Road



# Recommended North/South Route: Glenholme Avenue



- Approved Bike Lane installation 2020
- Proposed Neighbourhood Connection
- Existing Bike lane
- Existing Shared Lane
- Multi-Use Trail
- Future Cycling Connection
- Shared lane installation 2020

\*Shared lanes consist of painted pavement markings and do not require City Council Approval. Please refer to panel 4 for more information on shared lanes.

Based on the criteria and community feedback received, the recommended north/south cycling route is **Glenholme Avenue**. Glenholme Avenue is wider, is less steep and has a signalized crossing at Rogers Road.

## Additional Neighbourhood Connections:

- Shared lanes\*** will be installed on Rosemount Avenue from Glenholme Avenue to Winona Drive to create an east/west route for local trips and to connect people cycling to Winona Drive and Davenport Road.
- Shared lanes\*** will be installed on Winona Drive from Davenport Road to St. Clair Avenue West. A future cycling facility on Winona Drive from St. Clair Avenue W. to Eglinton Avenue, is proposed to be studied this year



# Proposed Design: Glenholme Avenue Contra-flow Bike Lane

## Vaughan Road to Genesee Avenue (facing north)

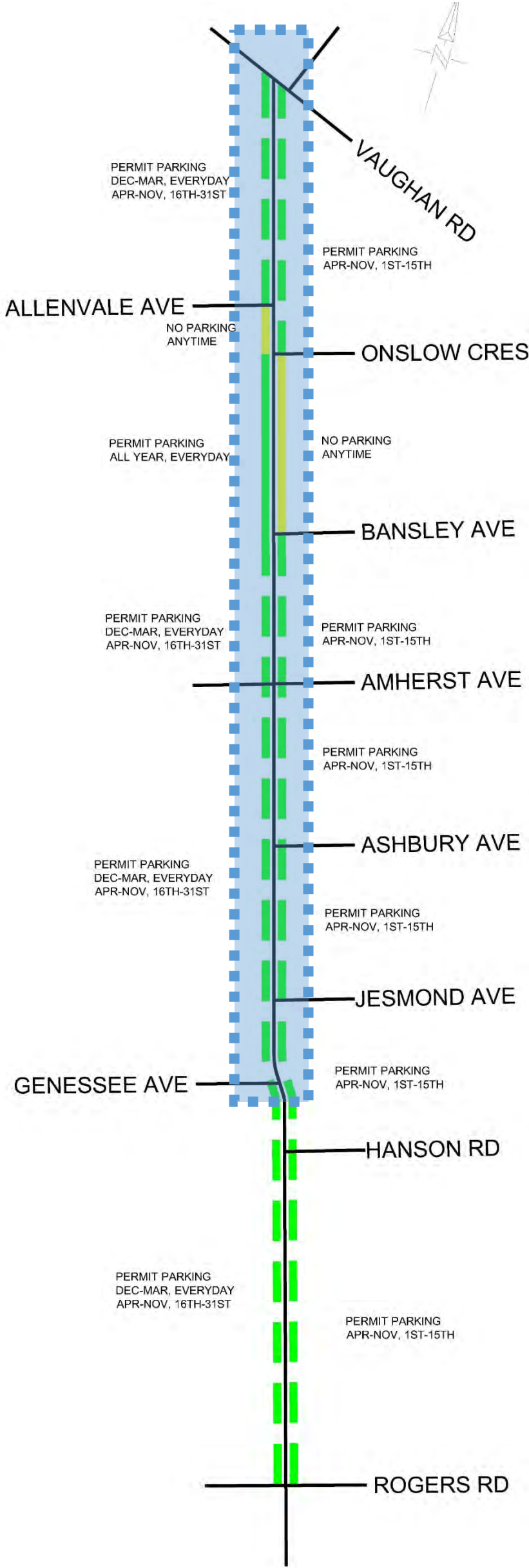
### Existing

- Roadway width: 8.6 metres
- Posted speed: 30km/h
- Motor vehicle lanes: 1
- Permit parking on one side, alternating sides based on time of year
- Except, permit parking on the west side from Onslow Cres to Bansley Ave
- One-way northbound

\*Parking switches sides

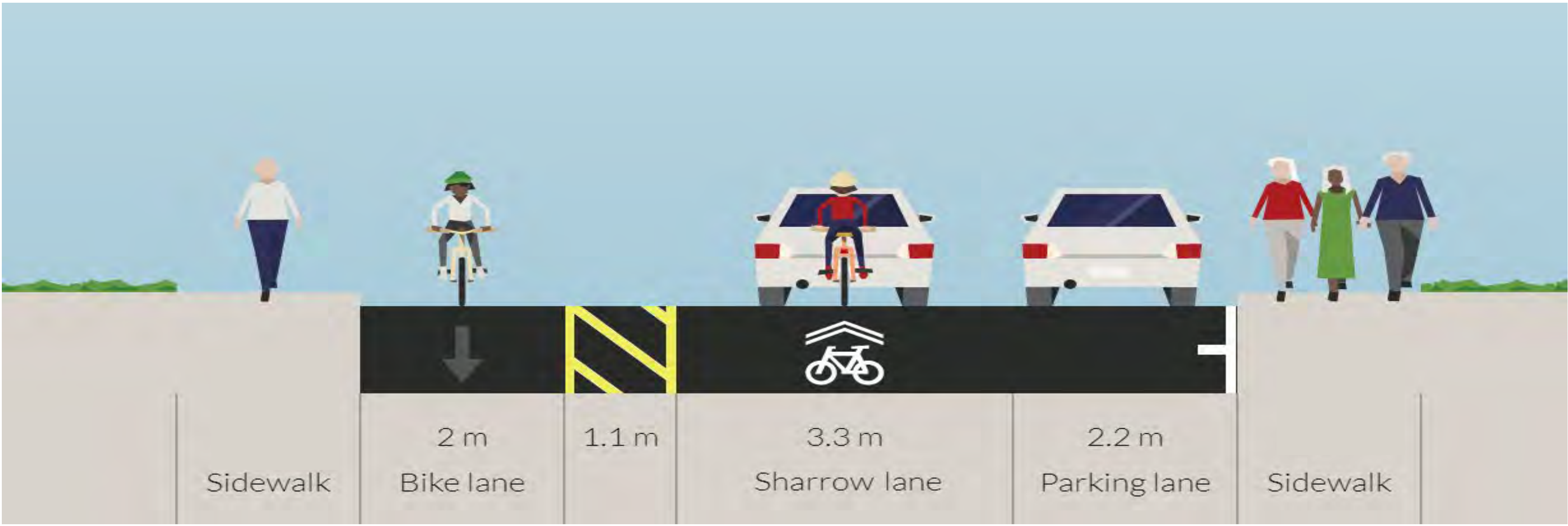


\*Typical cross sections were created under the creative commons public license using streetmix.net



### Proposed

- Roadway width: 8.6 metres
- Posted speed: 30km/h
- Motor vehicle lanes: 1
- Move permit parking to east side all year
- Add southbound contra-flow bike lane
- Add northbound sharrow pavement markings



\*Typical cross sections were created under the creative commons public license using streetmix.net

- No impact to motor vehicle traffic



## D’Arcy McGee Catholic School

- Project staff met with representatives from D’Arcy McGee Catholic School in fall 2019 and conducted site visits to observe the morning drop-off and afternoon pick-up periods
- The contra-flow bike lane would narrow the travel lane, which has been show to reduce vehicle speeds
- The proposal calls for parking to be relocated to the east side of Glenholme Avenue, which would result in an increase of 11 parking spaces
- The proposed design includes a formalized pick-up/drop-off area on Glenholme Avenue



D’Arcy McGee Catholic School: Glenholme Avenue (facing north)



D’Arcy McGee Catholic School: Aerial View



D’Arcy McGee Catholic School: Proposed Pavement Markings

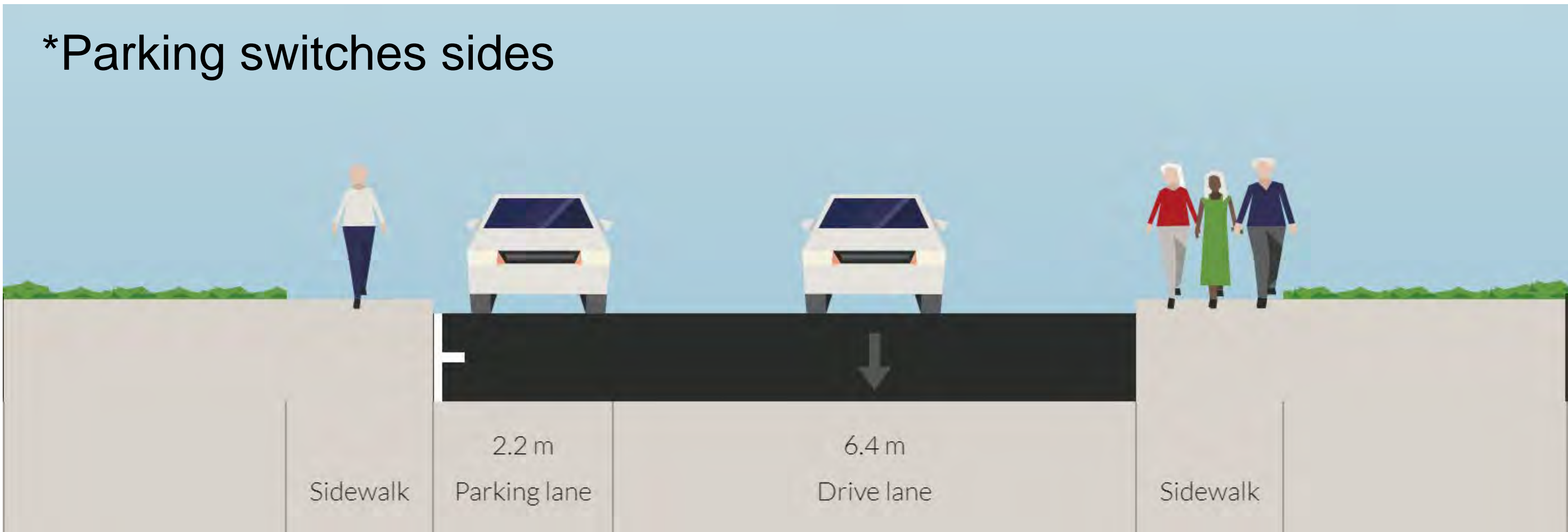


# Proposed Design: Glenholme Avenue Contra-flow Bike Lane

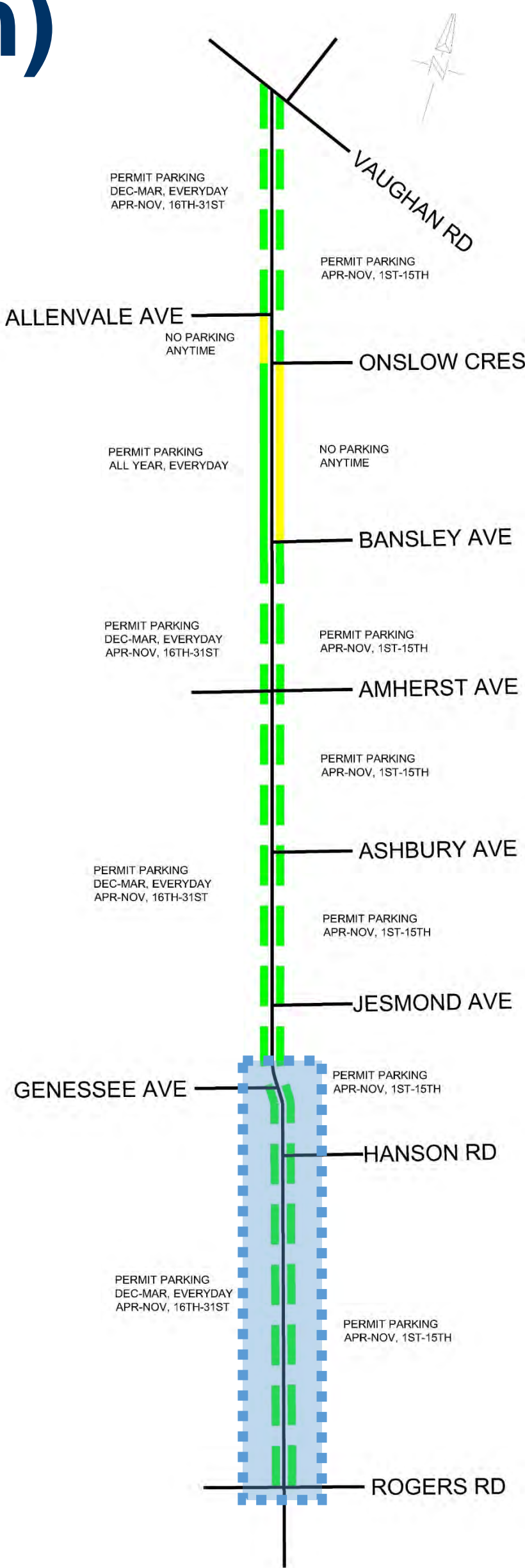
## Genesee Avenue to Rogers Road (facing north)

### Existing

- Roadway width: 8.6 metres
- Posted speed: 30km/h
- Motor vehicle lanes: 1
- Permit parking on one side, alternating sides based on time of year
- One-way southbound



\*Typical cross sections were created under the creative commons public license using streetmix.net



### Proposed

- Roadway width: 8.6 metres
- Posted speed: 30km/h
- Motor vehicle lanes: 1
- Move permit parking to west side all year
- Add northbound contra-flow bike lane
- Add southbound sharrow pavement markings



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- No impact to motor vehicle traffic

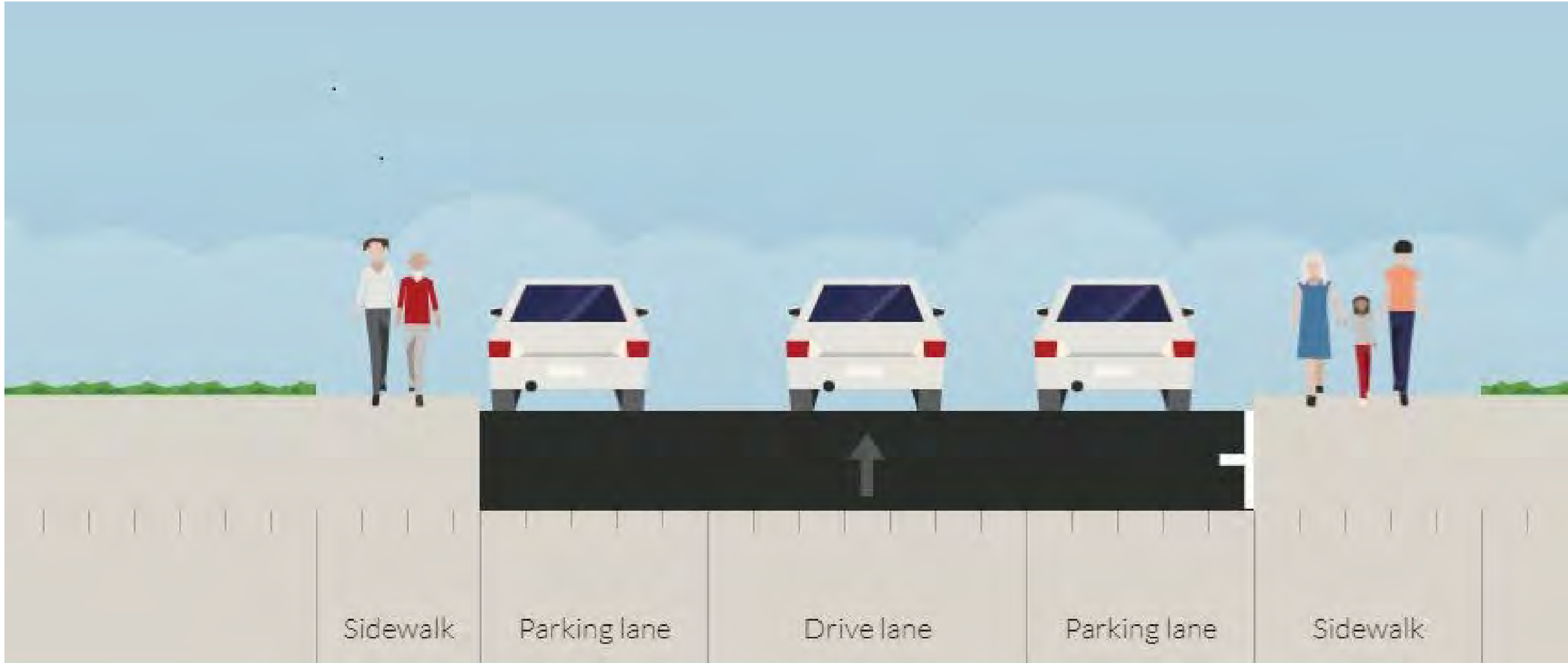


# Proposed Design: Glenholme Avenue Contra-flow Bike Lane

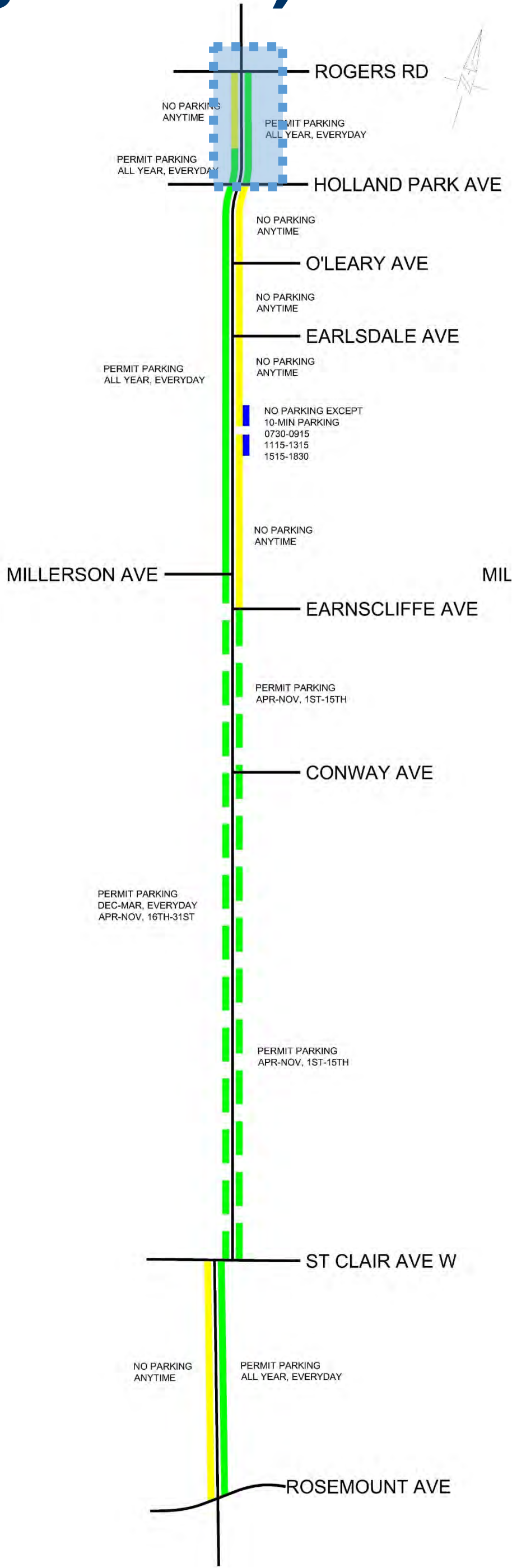
## Rogers Road to Holland Park Avenue (facing north)

### Existing

- Roadway width: 8.6 metres
- Posted speed: 30km/h
- Motor vehicle lanes: 1
- Permit parking on both sides (for a section)
- One-way northbound



\*Typical cross sections were created under the creative commons public license using streetmix.net



### Proposed

- Roadway width: 8.6 metres
- Posted speed: 30km/h
- Motor vehicle lanes: 1
- Move permit parking to east side all year
- Add southbound contra-flow bike lane
- Add northbound sharrow pavement markings



\*Typical cross sections were created under the creative commons public license using streetmix.net

- No impact to motor vehicle traffic

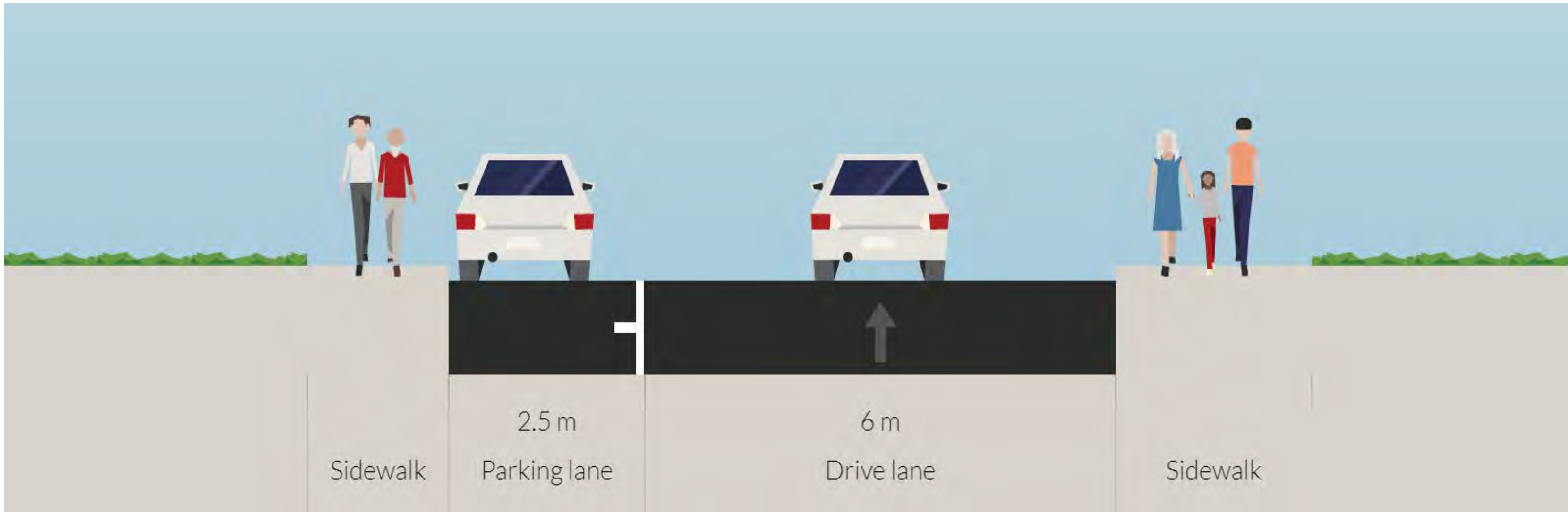


# Proposed Design: Glenholme Avenue Contra-flow Bike Lane

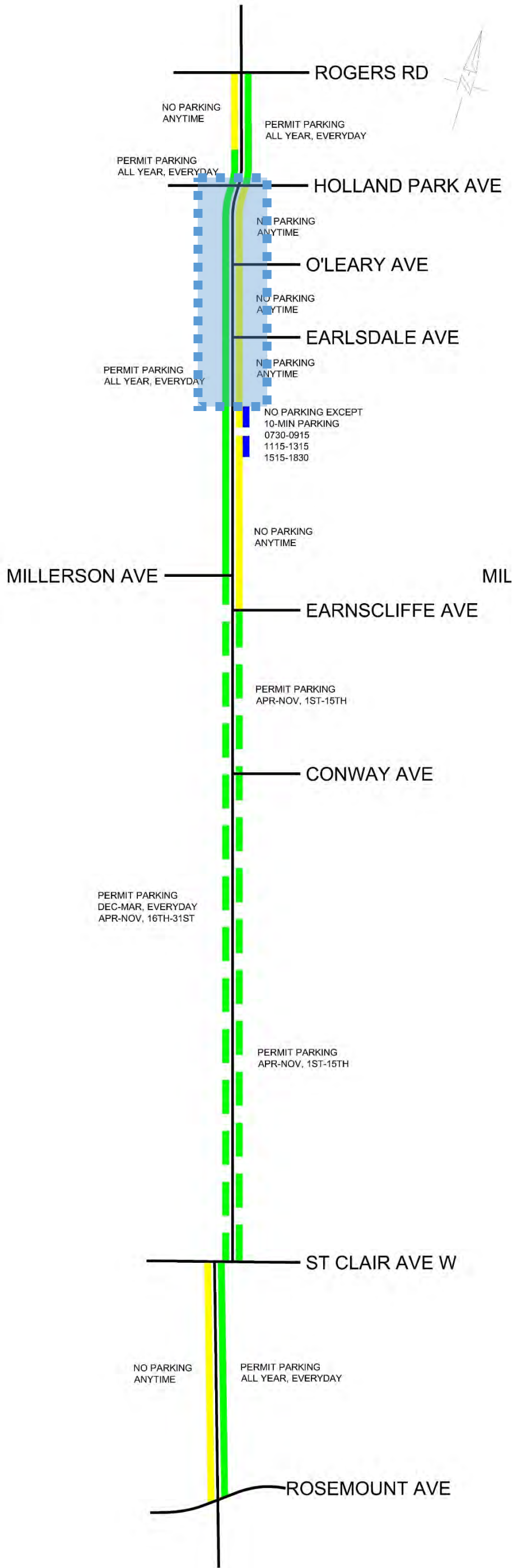
## Holland Park Avenue to North of Rawlinson School (facing north)

### Existing

- Roadway width: 8.6 metres
- Posted speed: 30km/h
- Motor vehicle lanes: 1
- Permit parking on west side
- One-way northbound



\*Typical cross sections were created under the creative commons public license using streetmix.net



### Proposed

- Roadway width: 8.6 metres
- Posted speed: 30km/h
- Motor vehicle lanes: 1
- Move permit parking to east side all year
- Add southbound contra-flow bike lane
- Add northbound sharrow pavement markings



\*Typical cross sections were created under the creative commons public license using streetmix.net

- No impact to motor vehicle traffic is anticipated

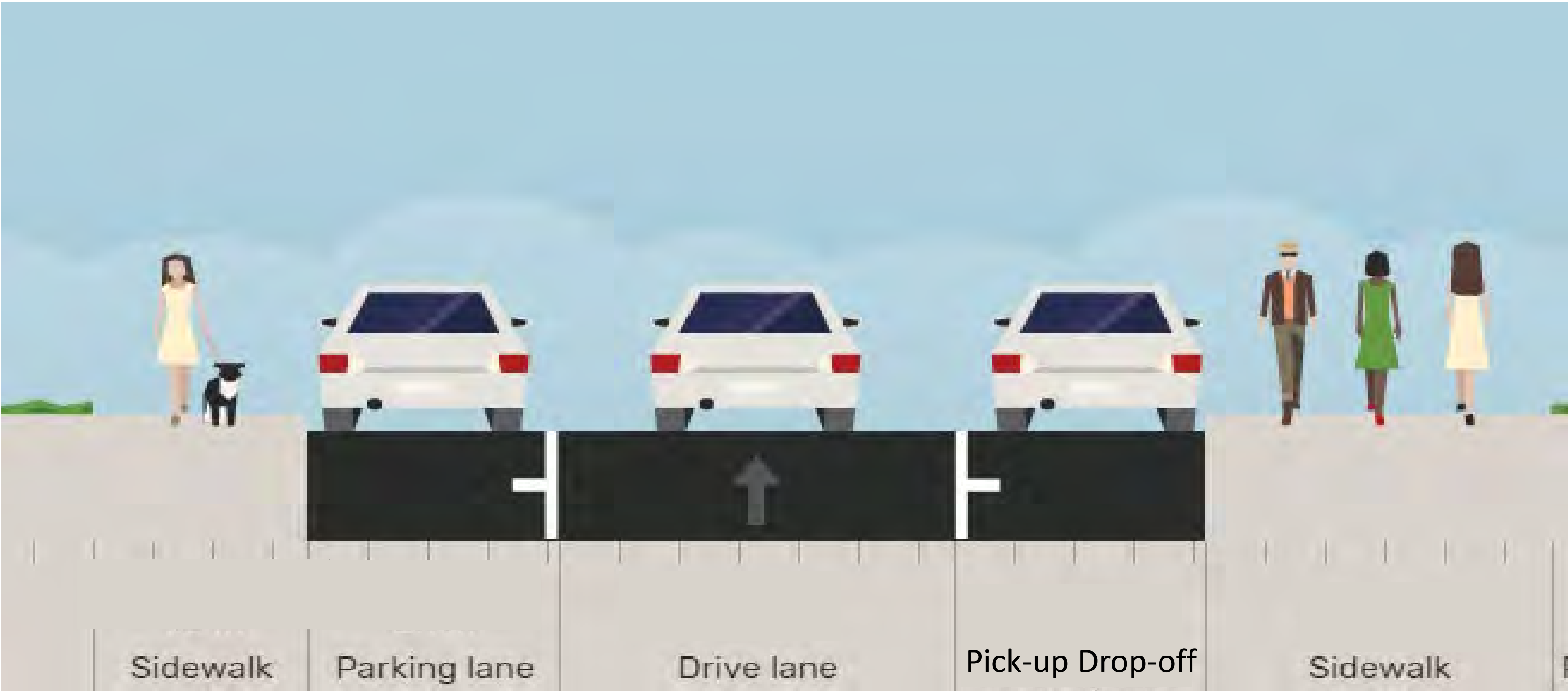


# Proposed Design: Glenholme Avenue Contra-flow Bike Lane

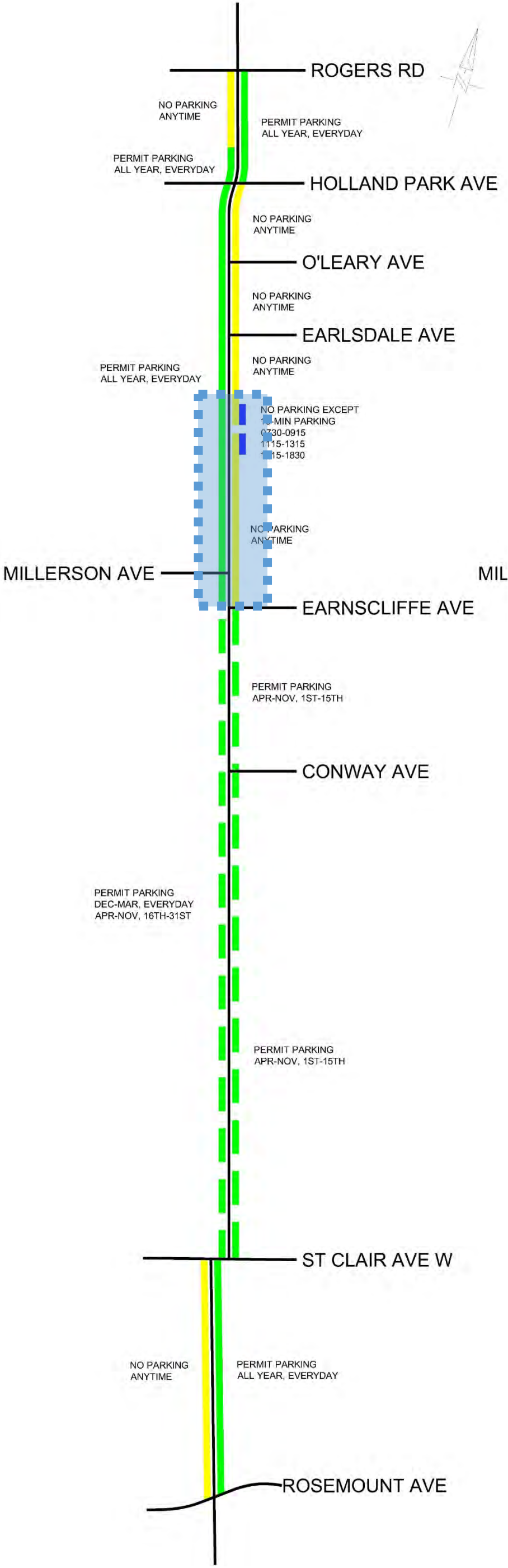
## North of Rawlinson School to Earnsccliffe Avenue (facing north)

### Existing

- Roadway width: 8.6 metres
- Posted speed: 30km/h
- Motor vehicle lanes: 1
- Permit parking on west side
- School pick-up drop-off on east side
- One-way northbound

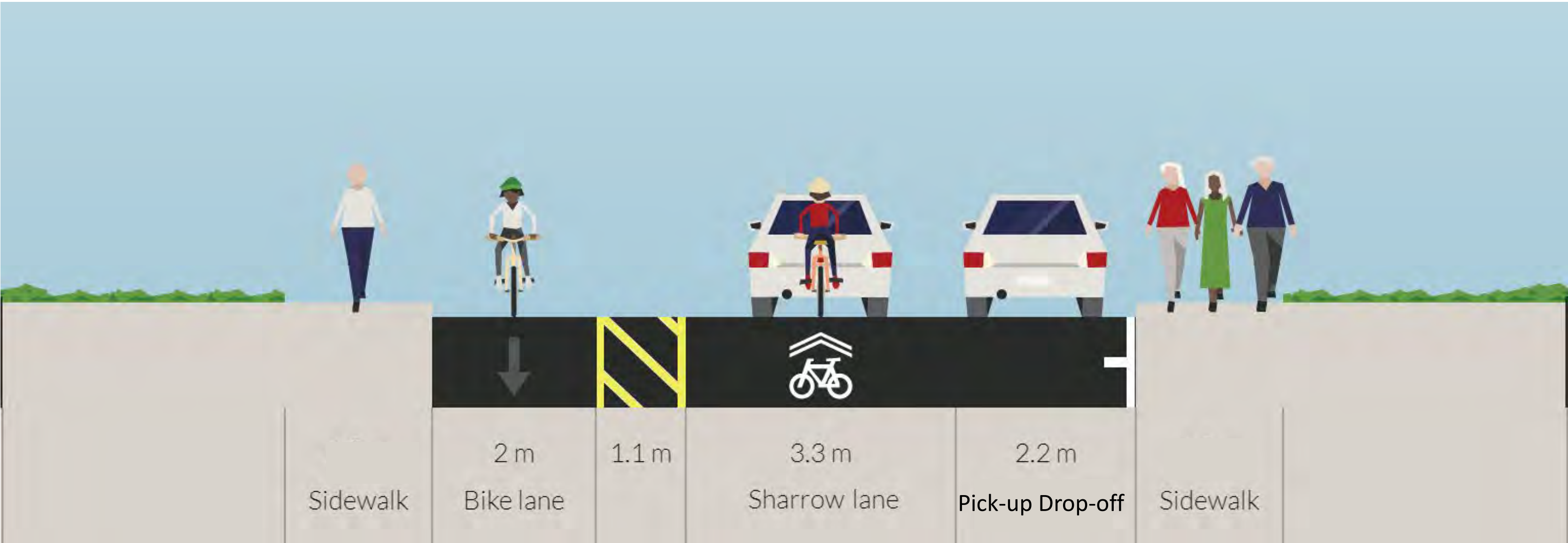


\*Typical cross sections were created under the creative commons public license using streetmix.net



### Proposed

- Roadway width: 8.6 metres
- Posted speed: 30km/h
- Motor vehicle lanes: 1
- Remove parking on west side
- Add southbound contra-flow bike lane
- Add northbound sharrow pavement markings
- Maintain school pick-up drop-off on east side



\*Typical cross sections were created under the creative commons public license using streetmix.net

- No impact to motor vehicle traffic is anticipated



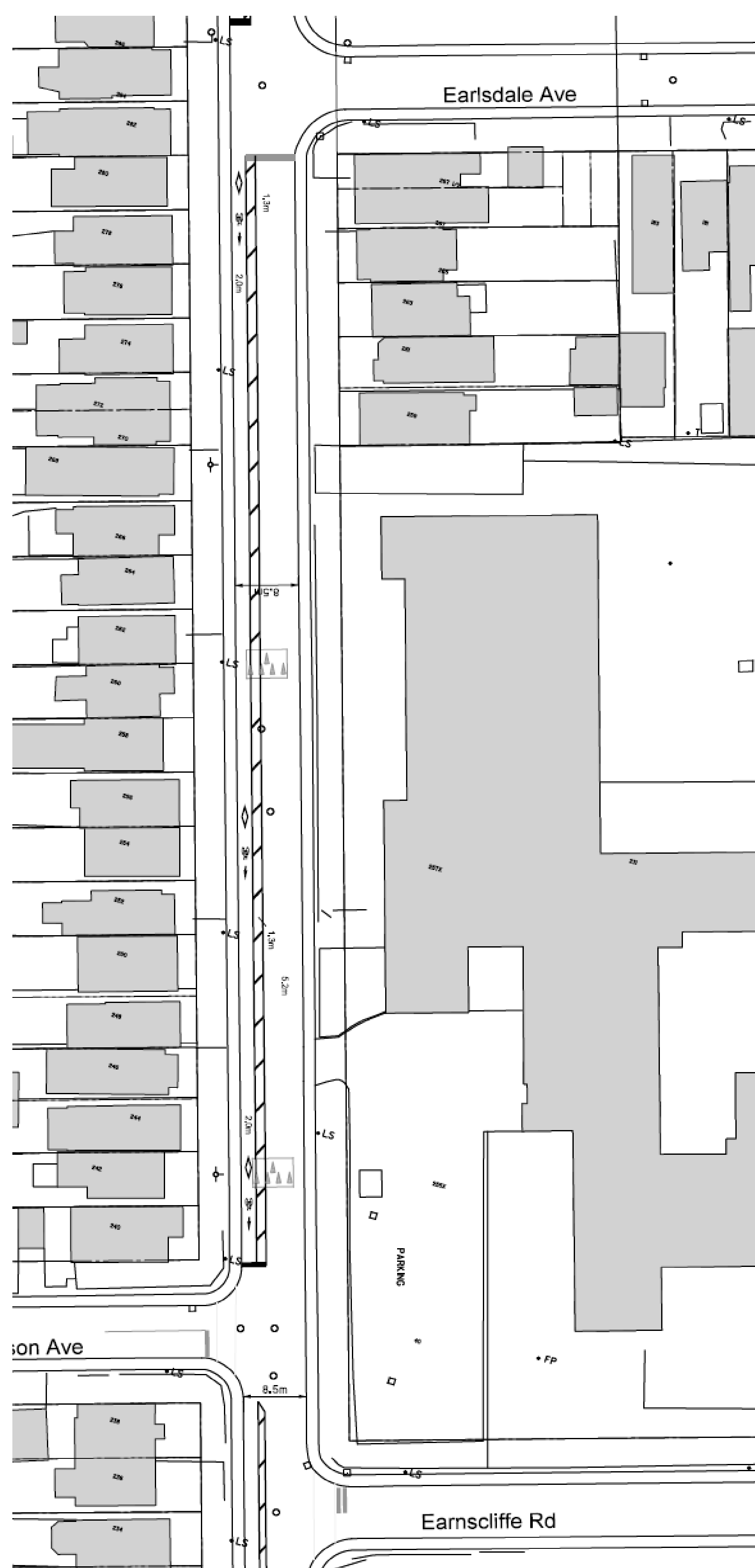
# Consultation with Local Schools

## Rawlinson Community School

- The project team met with representatives from Rawlinson Community School in fall 2019, and also conducted site visits to observe morning drop-off and afternoon pick-up periods
- Currently, pick-up and drop-off occurs on both sides of Glenholme Ave
- Under the proposed design, pick-up and drop-off would only take place on school side (east side) of Glenholme Ave
- The proposed design includes 100m of frontage for pick-up/drop-off, which is sufficient to meet current demand
- Parking spaces on the west side of Glenholme Ave would be relocated to the east side (north of the school)
- There would be a net loss of 10 parking spaces on this block
- The number of parking spaces provided would continue to accommodate the parking demand



Rawlinson Community School: Glenholme Avenue (facing north)



Rawlinson Community School: Proposed Pavement Markings



Rawlinson Community School: Aerial View

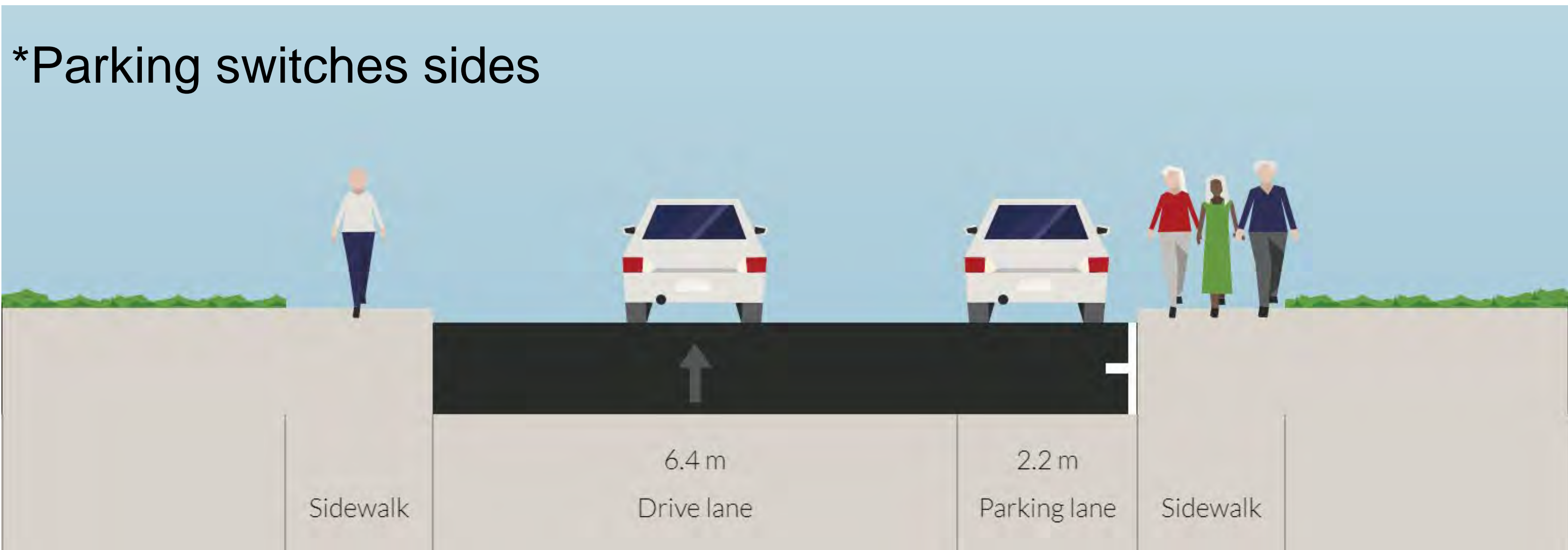


# Proposed Design: Glenholme Avenue Contra-flow Bike Lane

## Earnscliffe Avenue to St. Clair Avenue West (facing north)

### Existing

- Roadway width: 8.6 metres
- Posted speed: 30km/h
- Motor vehicle lanes: 1
- Permit parking on one side, alternating sides based on time of year
- One-way northbound



\*Typical cross sections were created under the creative commons public license using streetmix.net

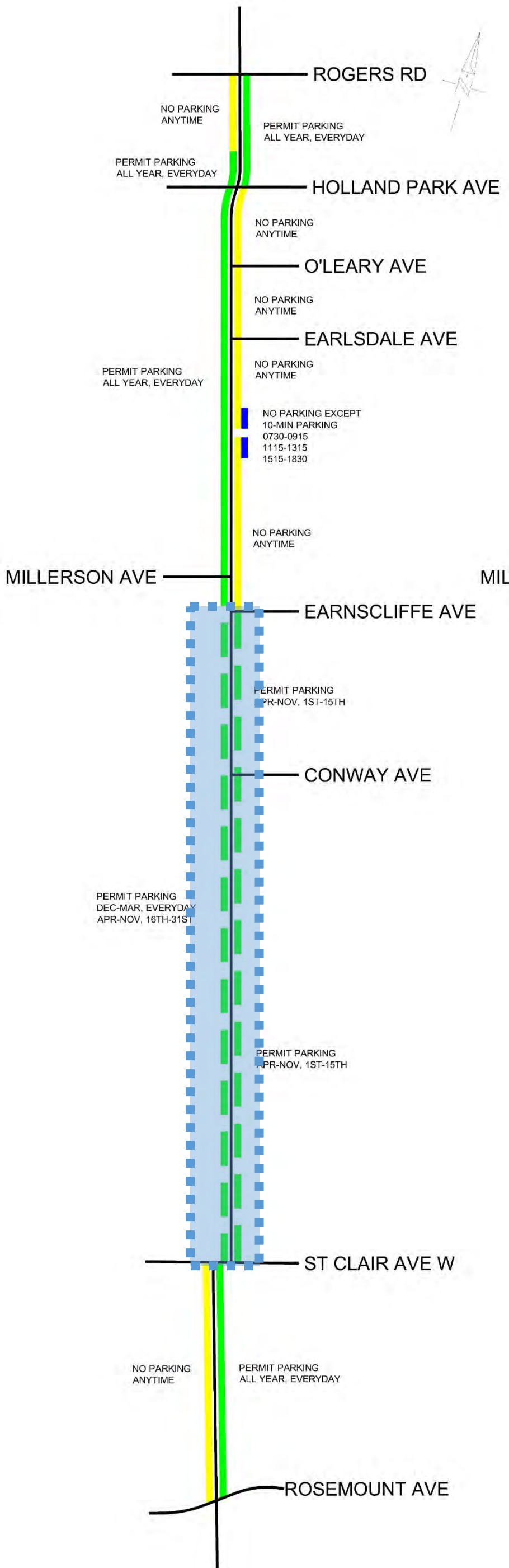
### Proposed

- Roadway width: 8.6 metres
- Posted speed: 30km/h
- Motor vehicle lanes: 1
- Move permit parking to east side all year
- Add southbound contra-flow bike lane
- Add northbound sharrow pavement markings



\*Typical cross sections were created under the creative commons public license using streetmix.net

- No impact to motor vehicle traffic





# Proposed Design: Glenholme Avenue Contra-flow Bike Lane

## St. Clair Avenue West to Rosemount Avenue (facing north)

### Existing

- Roadway width: 8.6 metres
- Posted speed: 30km/h
- Motor vehicle lanes: 1
- Permit parking on east side all year
- One-way northbound



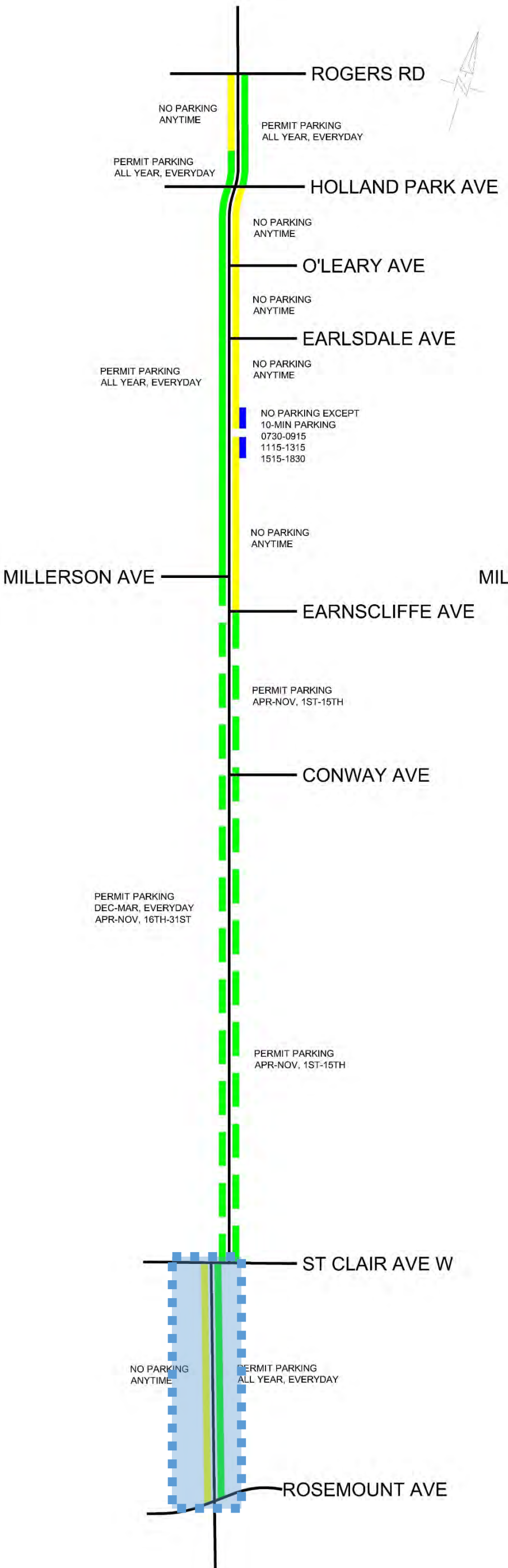
\*Typical cross sections were created under the creative commons public license using streetmix.net

### Proposed

- Roadway width: 8.6 metres
- Posted speed: 30km/h
- Sidewalk on both sides
- Motor vehicle lanes: 1
- Add southbound contra-flow bike lane
- Add northbound sharrow pavement markings



\*Typical cross sections were created under the creative commons public license using streetmix.net



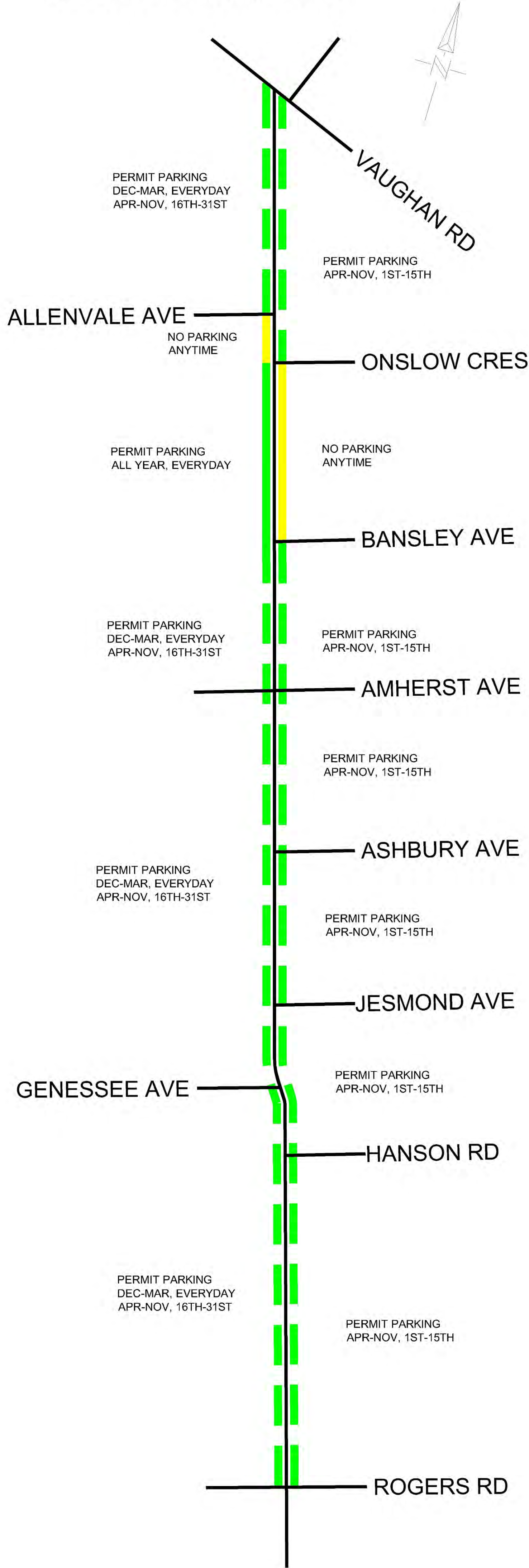
- Left turn lane combined with through/right lane at St. Clair Avenue W.
- Relatively low volume can be accommodated in single lane



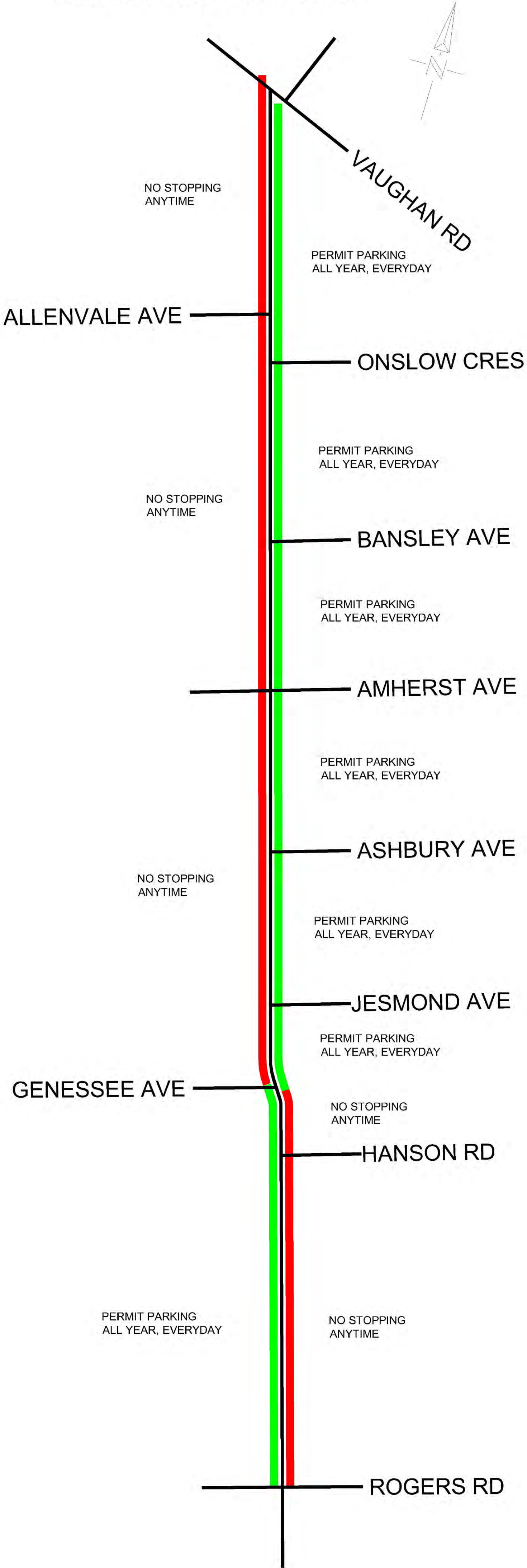
# Proposed Design: Glenholme Avenue Contra-flow Bike Lane

## Parking and Stopping Bylaws: Vaughan Road to Rogers Road

### EXISTING PARKING AND STOPPING RULES



### PROPOSED PARKING AND STOPPING RULES



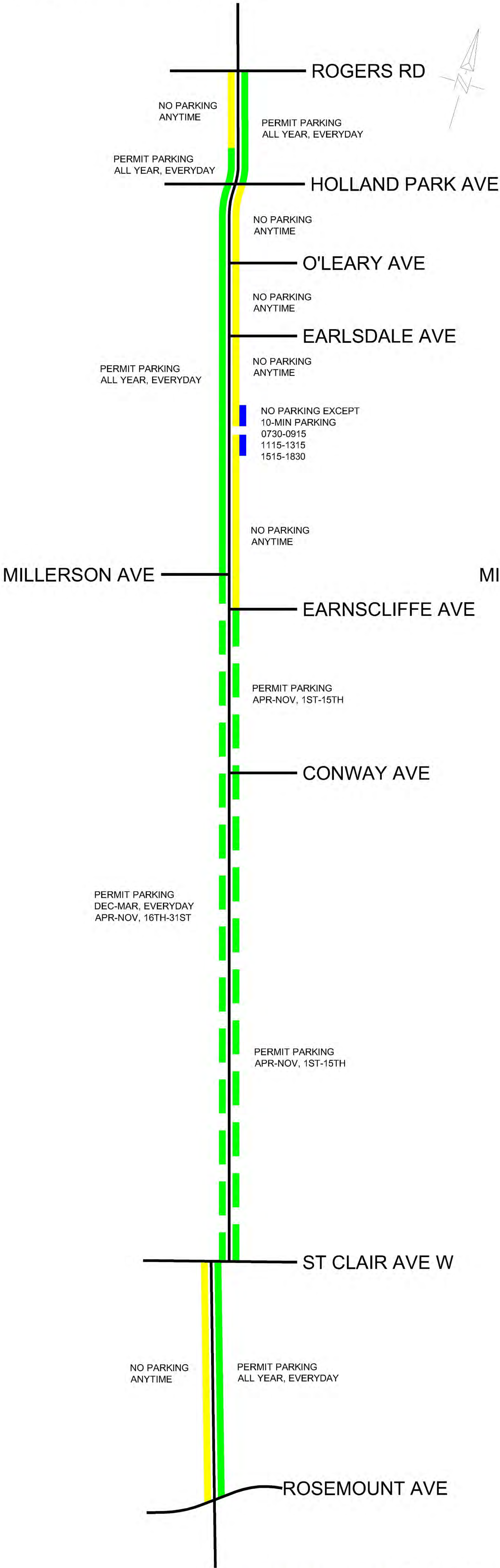
- PARKING - ALTERNATING SIDES
- PARKING - ONE SIDE ONLY
- NO STOPPING
- NO PARKING



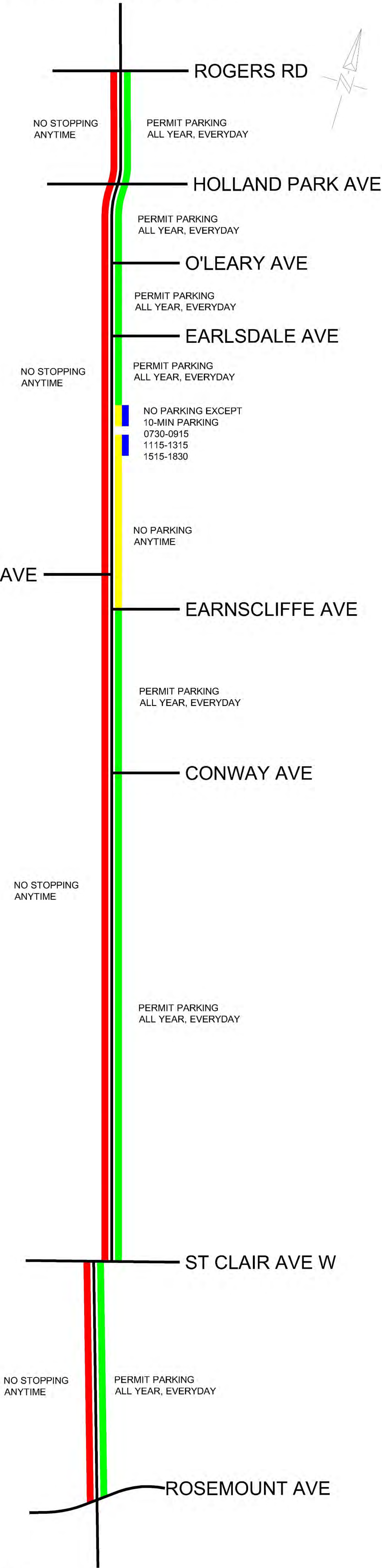
# Proposed Design: Glenholme Avenue Contra-flow Bike Lane

## Parking and Stopping Bylaws: Rogers Road to Rosemount Avenue

### EXISTING PARKING AND STOPPING RULES



### PROPOSED PARKING AND STOPPING RULES

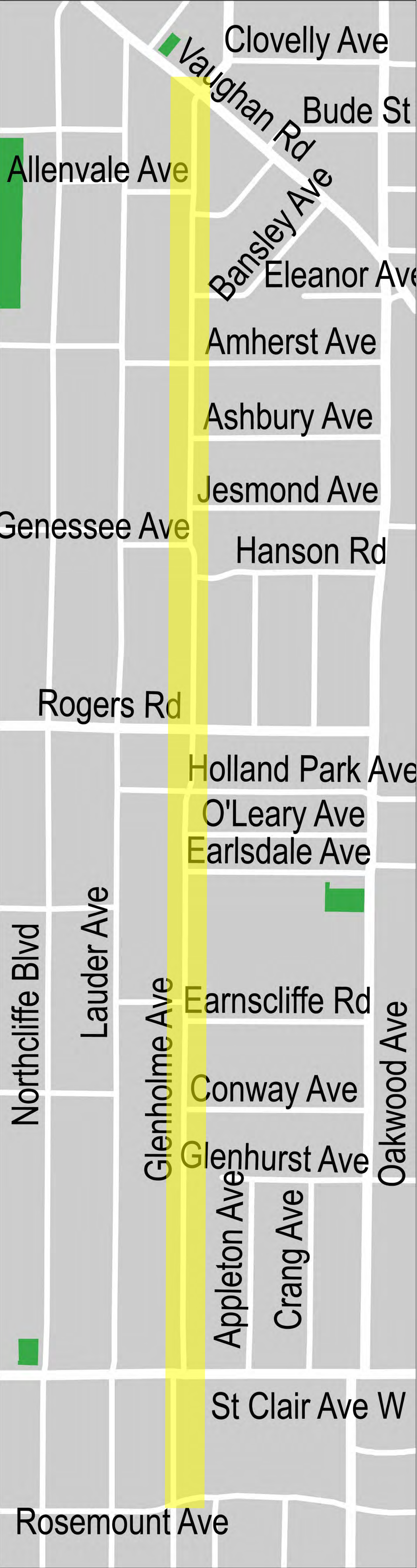


- PARKING - LIMITED TIME
- PARKING - ALTERNATING SIDES
- PARKING - ONE SIDE ONLY
- NO STOPPING
- NO PARKING



# Proposed Design: Parking Impacts on Glenholme Ave

## Parking Impacts: Vaughan Road to Rosemount Avenue



	# of Permits	Existing Spaces	Proposed Spaces
Vaughan Rd to Genessee Ave	12	42	54
Genessee Ave to Rogers Rd	5	23	20
Rogers Rd to Holland Park Ave	3	5	3
Holland Park Ave to Millerson Ave	5	10	8
Millerson Ave to St Clair Ave W	29	35	35
St Clair Ave W to Rosemount Ave	9	17	17
<b>Total</b>	<b>63</b>	<b>122</b>	<b>133</b>

The demand for the existing permits issued will be accommodated by the proposed parking supply

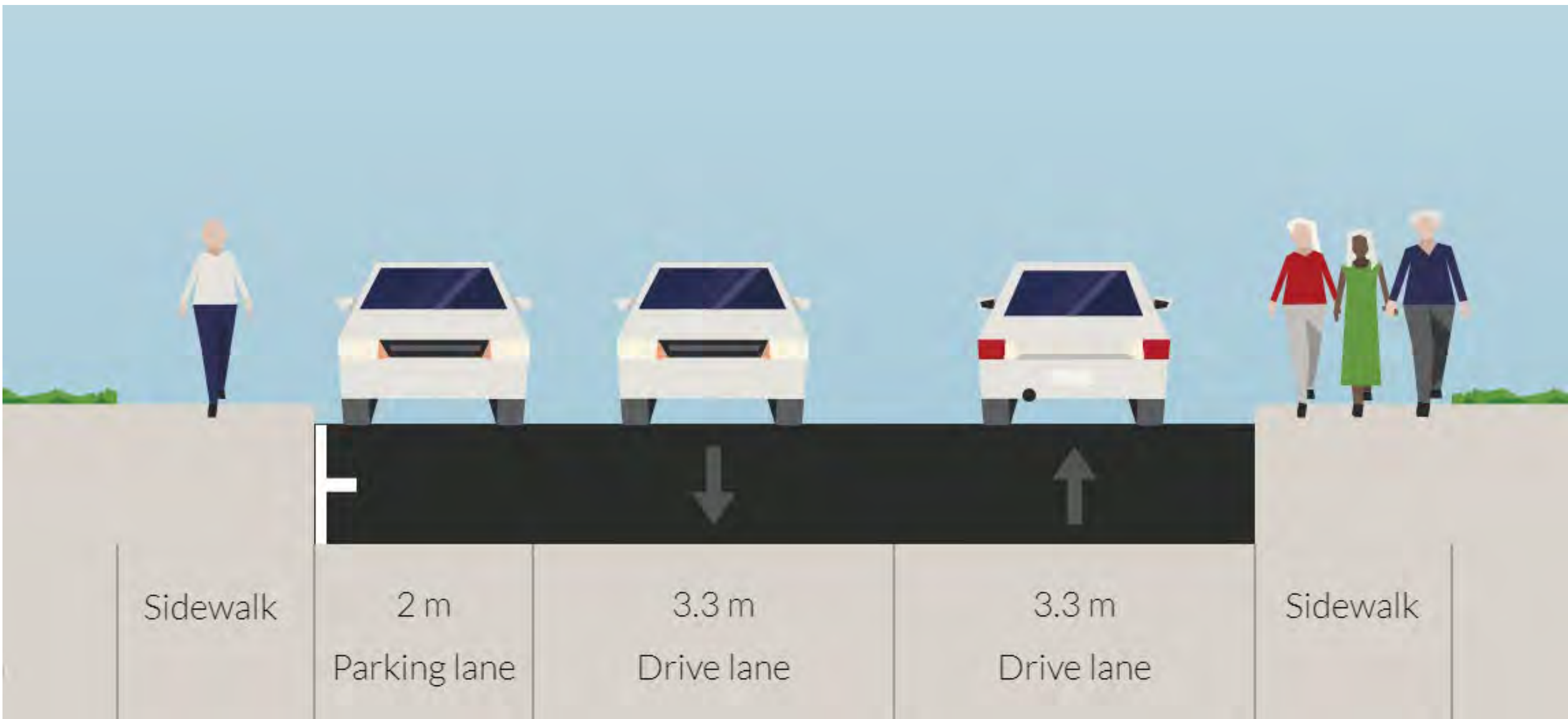


# Proposed Design: Winona Drive Shared Lanes

## Davenport Road to St Clair Avenue West (facing north)

### Existing

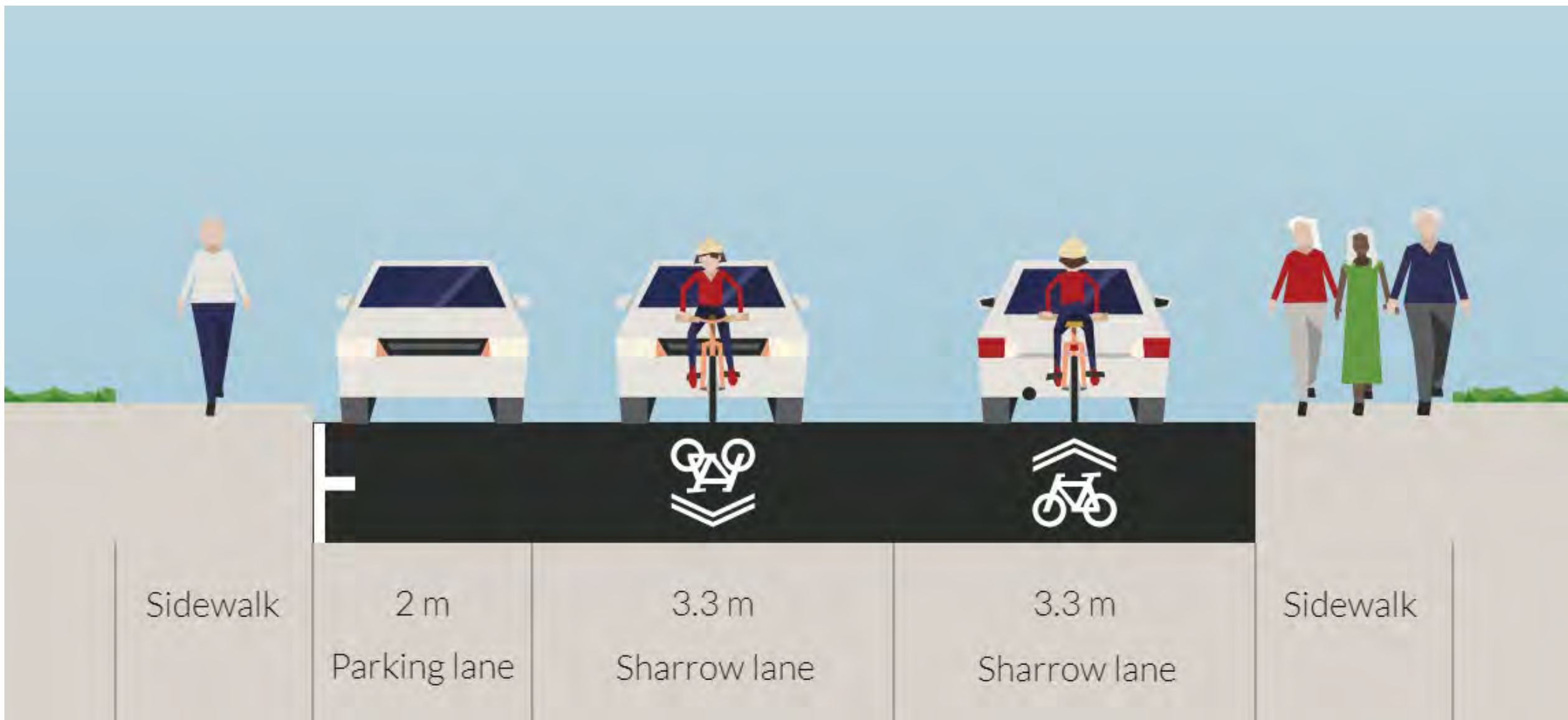
- Roadway width: 8.6 metres
- Permit parking on west side
- Posted speed: 40km/h



\*Typical cross sections were created under the creative commons public license using streetmix.net

### Proposed

- Roadway width: 8.6 metres
- Posted speed: 40km/h
- Maintain permit parking on west side
- Add sharrow pavement markings in both directions
- No changes to traffic regulations



\*Typical cross sections were created under the creative commons public license using streetmix.net

- No impact to motor vehicle traffic

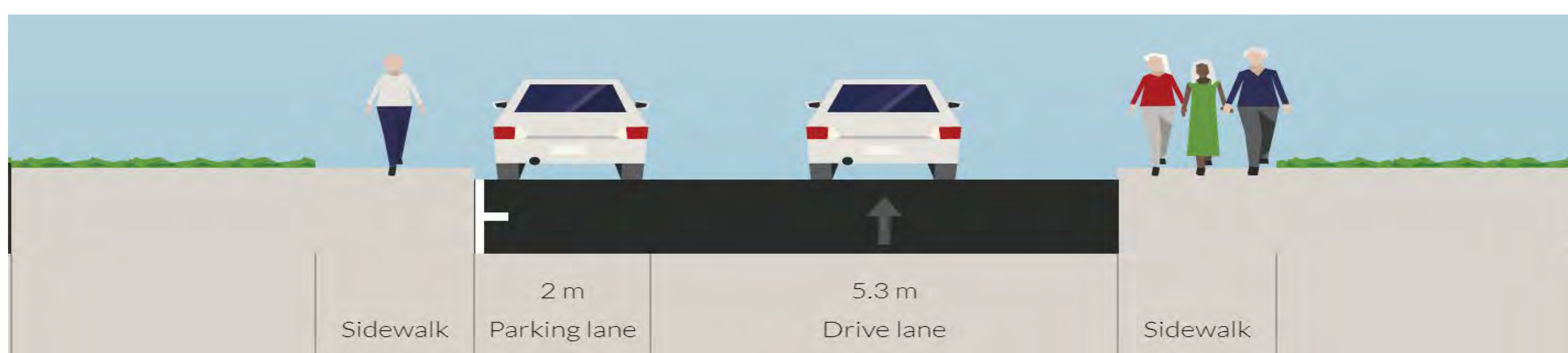


# Update on Rosemount Avenue

In spring 2019, the City received community feedback on three proposed options for a contra-flow bike lane on Rosemount Avenue between Dufferin Street and Greenlaw Avenue.

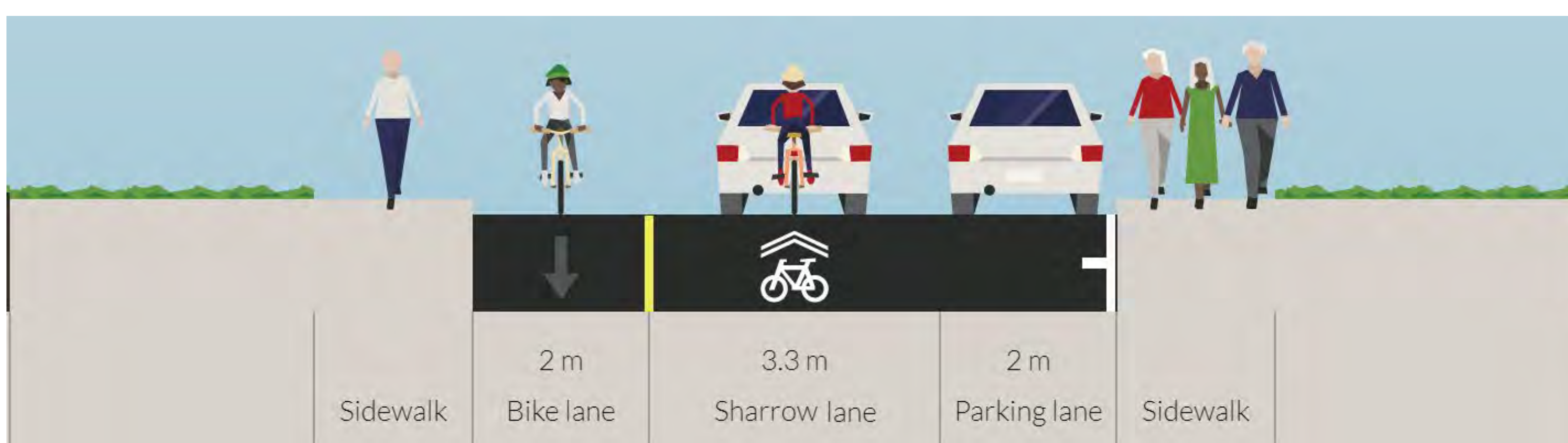


## Dufferin Street to Greenlaw Avenue (facing west) Existing



- 7.3 m road width
- One-way westbound drive lane
- 47 permit parking spots on south side of street

## Option 1: South curbside contra-flow bike lane



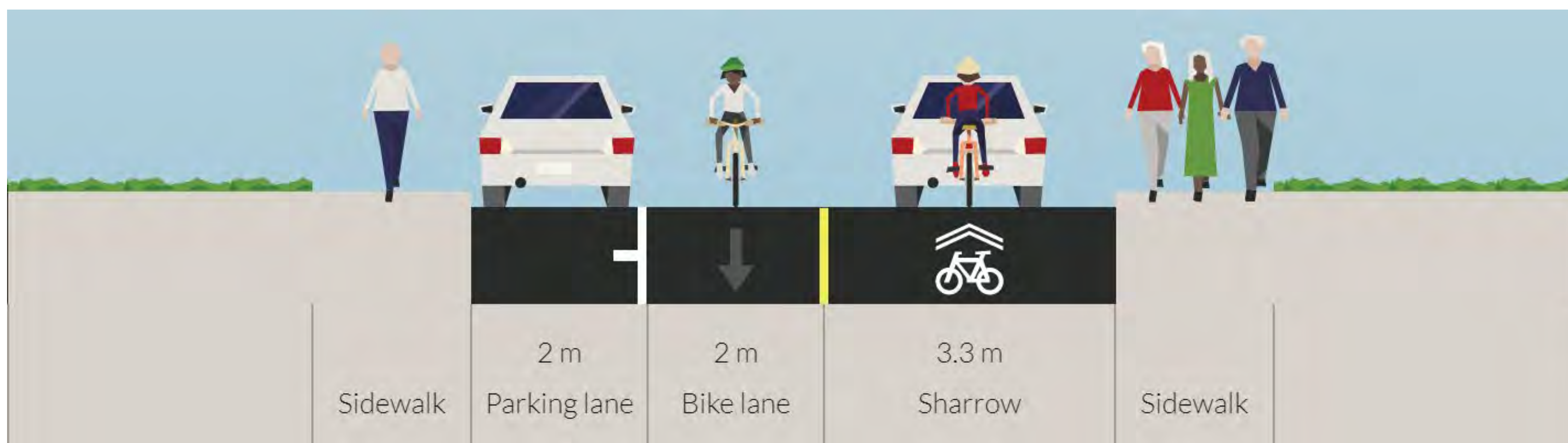
- Would reduce on-street parking by 34%
- Would negatively impact school pick-up/drop off
- **This option was ruled out**



# Update on Rosemount Avenue

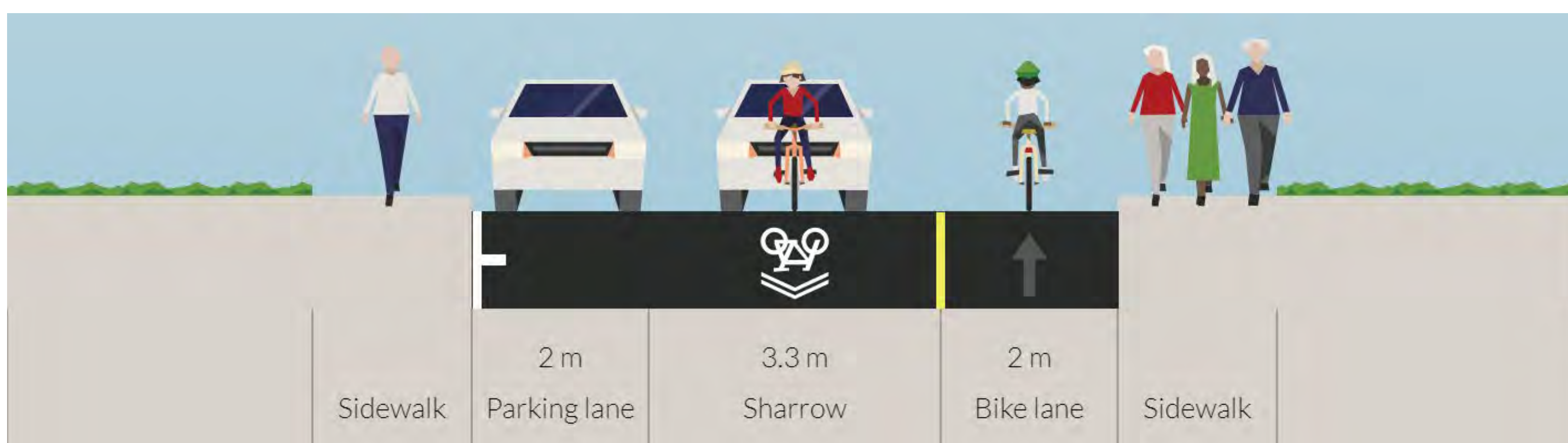


## Option 2: Centre contra-flow bike lane



- Existing parking would remain on south side
- Signal modifications required at Dufferin Street
- Does not improve school bus loading zone
- Bike lane would be situated between parking and travel lane
- This option is still under consideration

## Option 3: Centre contra-flow bike lane with change in street direction



- Would require change in direction of street and at least one to three adjacent streets
- Existing parking would remain on south side
- Signal modifications required at Dufferin Street
- Improves school bus loading zone
- Bike lane would be situated against the north side curb
- This option is still under consideration

Due to the complexity of the design issues for the Rosemount cycling facility, the City is proposing to defer the design and consultation on this option to a future date.



# Next Steps

March 26, 2020	Public comment period closes
May 2020	Report to Infrastructure and Environment Committee
May 2020	Consideration by Toronto City Council
Summer 2020	Installation of cycling infrastructure (if approved)

## Submit Your Feedback

Please submit your feedback in one of three ways:

- Complete the paper feedback form and submit at this event; or
- Complete the paper feedback form and mail it in the mailing envelopes provided; or
- Submit a feedback form on the project website at [toronto.ca/oakwoodcycling](https://toronto.ca/oakwoodcycling)

Please provide feedback and comments by **March 26, 2020.**

Contact Us:  
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