



CUMMER AVENUE ROAD SAFETY IMPROVEMENTS

Virtual Town Hall

December 9, 2020



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

Reduce excessive roadway widths, address speeding, provide safer pedestrian crossings, and add cycle tracks where feasible.



2. Enhance the walking, cycling, and transit experience

Widen sidewalks where feasible, add accessibility features, and connect trails with on-street cycling routes that cross barriers like the rail corridor and Leslie Street. Bring bus stops up to a higher standard, with improved waiting areas.



3. Maintain or enhance greening

Keep existing trees, enhance planting space and increase natural stormwater capture.



Policy and Rationale for Safety Projects



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 user



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



Universal Accessibility

All public and private places and spaces should be barrier-free



Safety

The safety of pedestrians takes precedence over all other modes of transportation



Design Excellence

High-quality design creates a positive experience for everyone





Connect

Connect gaps in the network, and people to places



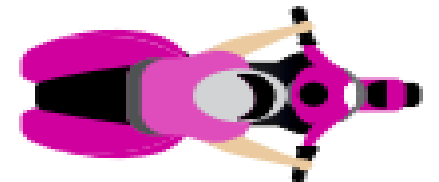
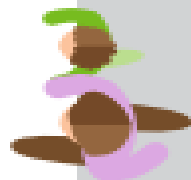
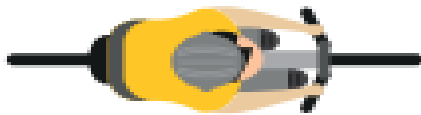
Grow

Grow the cycling network into new parts of the city



Renew

Renew the existing cycling network routes where there are opportunities to improve quality



Applying Toronto Green Streets Technical Guidelines



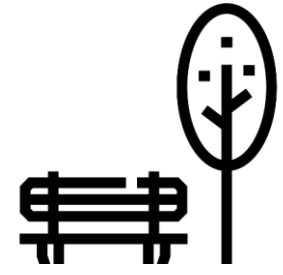
Managing stormwater runoff to enhance water quality and reduce erosion



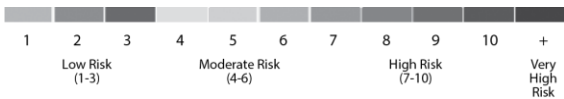
Provide opportunities to enhance biodiversity



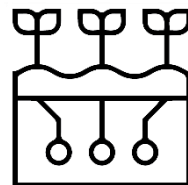
Mitigating urban heat island effect



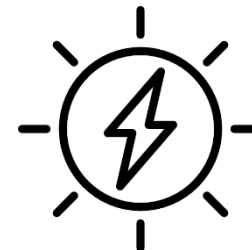
Enhancing the extent and longevity of the urban forest



Enhancing air quality



Promoting infiltration



Conserving / generating energy



Beauty

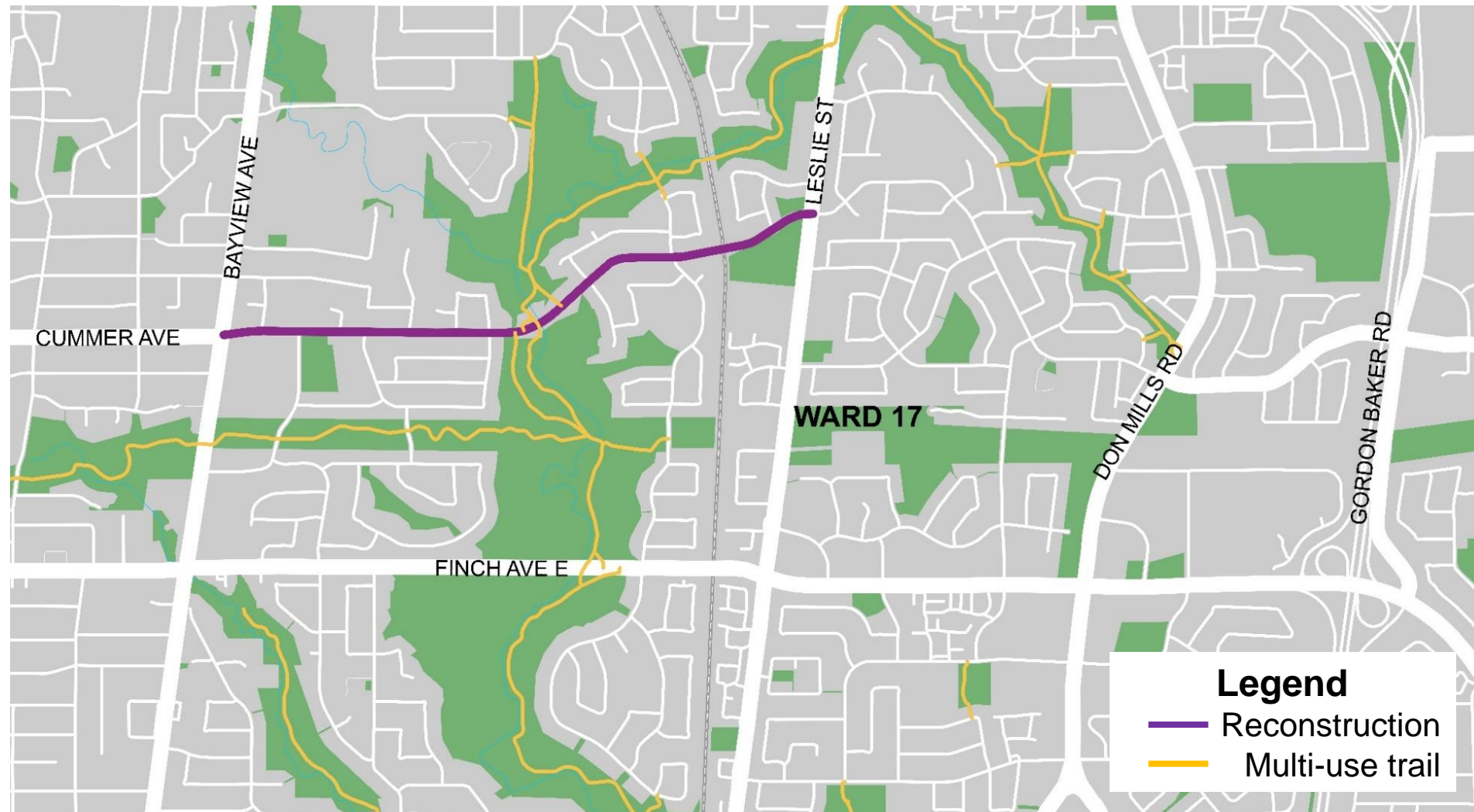
Why Now?



Cummer Avenue, between Bayview and Leslie Street, is programmed for **reconstruction in 2021** due to the poor condition of the road.

This offers the opportunity to make “complete streets” and road safety improvements.

[Toronto.ca/CompleteStreets](https://toronto.ca/CompleteStreets)
[Toronto.ca/VisionZero](https://toronto.ca/VisionZero)



Cummer Ave (Bayview Ave to Leslie St)- Today



Traffic volumes

- 8500 - 13,500 vehicles/day

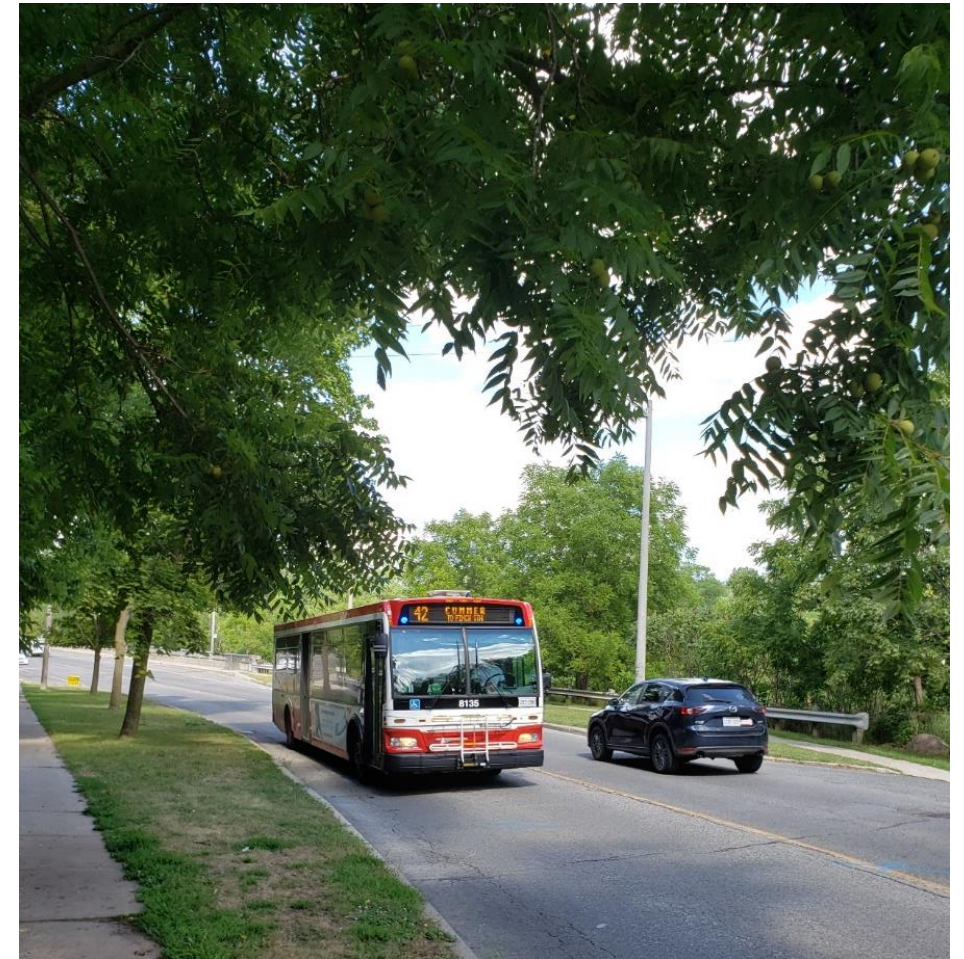
Transit

- 42 Cummer TTC bus route, 12-15 minute service
- Walking distance to Old Cummer GO station

Safety

- There are three schools within 250m
- 231 collisions between 2015 and 2019
- Two serious injuries and one fatality between 2015 and 2019

Approximate Segment	Speed Limit	Measured (85 th %)
Bayview Ave to Ruddington Dr	40km/h	~50km
Ruddington Dr to Leslie St	50km/h	~58km



42 Cummer Ave Bus

Cummer Ave Today



Pineway Blvd to Leslie St



Roadway:

- One lane in each direction from Bayview Ave to Pineway Blvd
- Two lanes in each direction from Pineway Blvd to Leslie St
- McNicoll Ave, east of Leslie St, the corridor is one lane in each direction

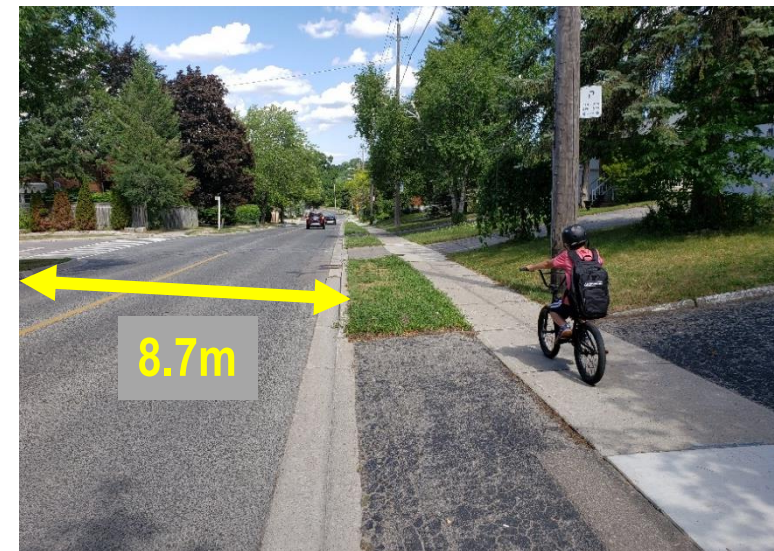
Walking:

- Substandard sidewalk widths
- Sidewalks edged by utilities and trees
- Missing tactile indicators at corners

Cycling:

- No dedicated infrastructure
- People currently ride both on the road and sidewalk. Most children are riding on the sidewalk.

Bayview Ave to Pineway Blvd



Cummer Ave Today



Local amenities:

- Three schools nearby
- There are several parks, a recreation centre, and a skate park nearby
- There is East Don River Trail and Finch Corridor Trail access on Cummer Ave



Parking:

- “No Parking” on north and south sides for Bayview Ave to Leslie St, except...
 - 3hr parking allowed on south side, off peak, from Simeon Ct to Pineway Blvd
 - No stopping on either side of the East Don River bridge

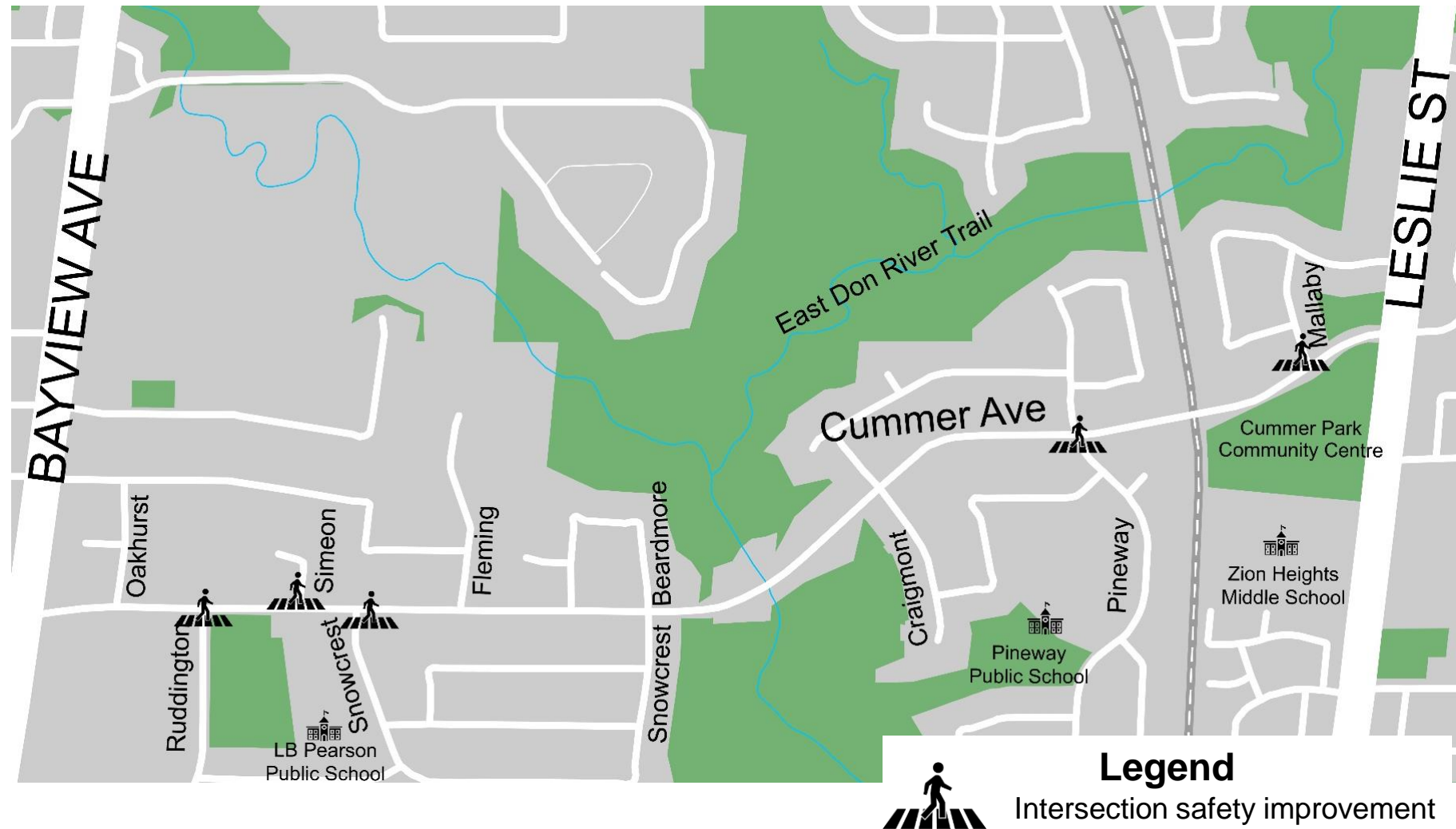


Safety, Speed & Sidewalk Improvements



School Safety Improvements:

- **Raised crosswalks** are planned for Ruddington Dr, Simeon Ct, Snowcrest Ave (W) and Mallaby Rd due to their proximity to schools (typically within 250m)
- **Curb extensions** are planned for Pineway Blvd and Mallaby Rd.



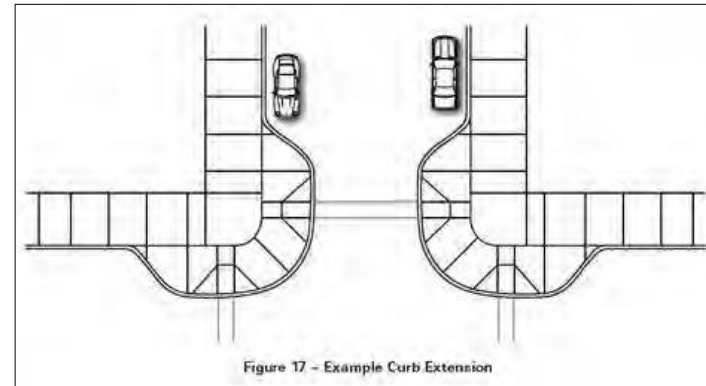
Intersection Safety Improvements



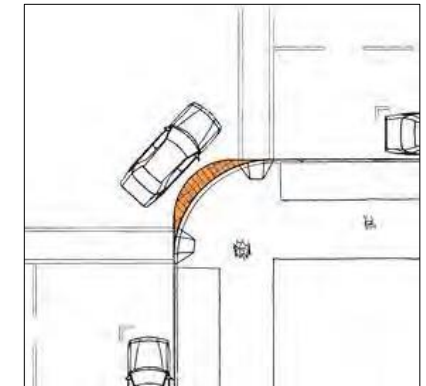
Example of a raised crosswalk from New York City

Raised crosswalk benefits include

- Increases driver awareness of crosswalks
- Requires drivers to slow down; improves compliance with stop signs or signals
- Improves the visibility of pedestrians
- Reduces ponding of water/slush/ice at intersections



Curb extension



Curb extension and radii reduction benefits include

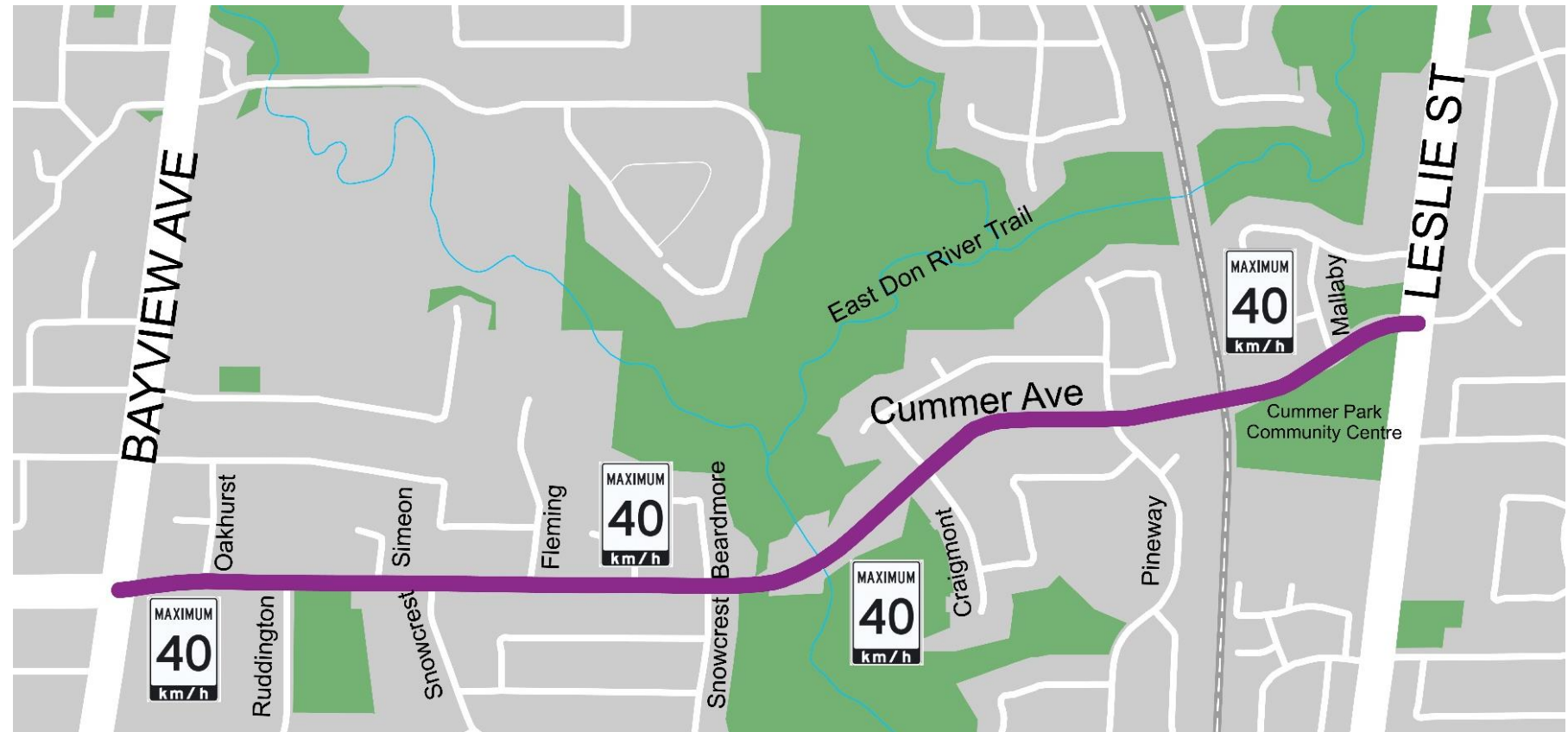
- Reduces crossing distances for pedestrians
- Improves sight lines
- Reduces turning vehicle speeds
- Increases space for people to wait or pass
- Improves accessibility and user experience for all pedestrians

Safety, Speed & Sidewalk Improvements



Speed Limit Reduction

- **Currently** 40 km/h Bayview Ave to 30m east of Ruddington Dr., otherwise 50km/h
- **Proposed** 40km/h Bayview Avenue to Leslie St



Legend

— Proposed 40km/h limit

Safety, Speed & Sidewalk Improvements



Sidewalk Improvements

- Bring up to state of good repair
- Install accessibility improvements including intersection curb depressions and tactile walking surface indicators
- Widened to City standard 2.1m (currently 1.5m or less) where not in conflict with trees or utilities, or if sidewalk segments were not recently replaced



Examples of Cummer Ave sidewalks below standard and in poor condition.



Green Streets Opportunities



Bioswale:

- Storm water runoff conveyance systems that provide an alternative to storm sewers
- Reduce erosion and enhance water quality flowing into the East Don River

Permeable cycle track:

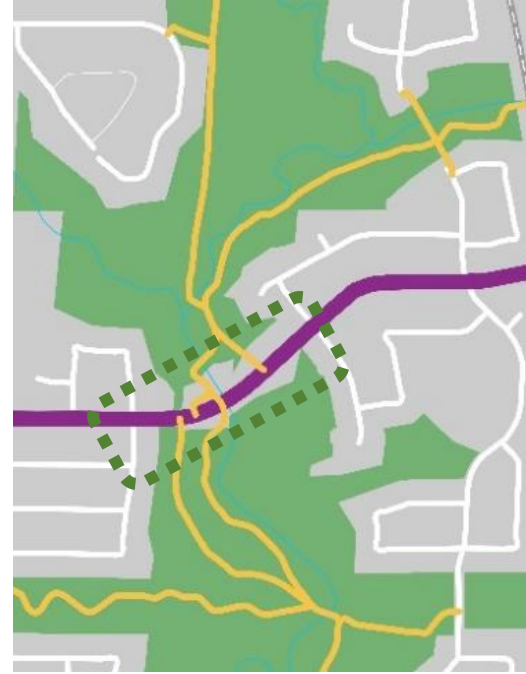
- Use of permeable materials to passively store stormwater and irrigate plantings

Trees:

- Additional trees and grass planted along Cummer Ave in new boulevard space due to narrowing



Bioswale example from Byng Ave in Toronto



Priority area for bio-retention is near the East Don River

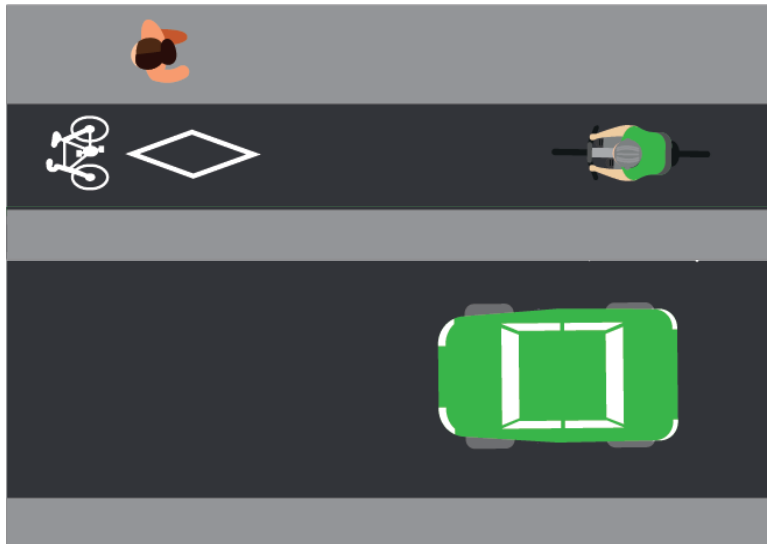


Using Toronto's technical guidelines in the design

Bikeway Improvements: Bikeway Types

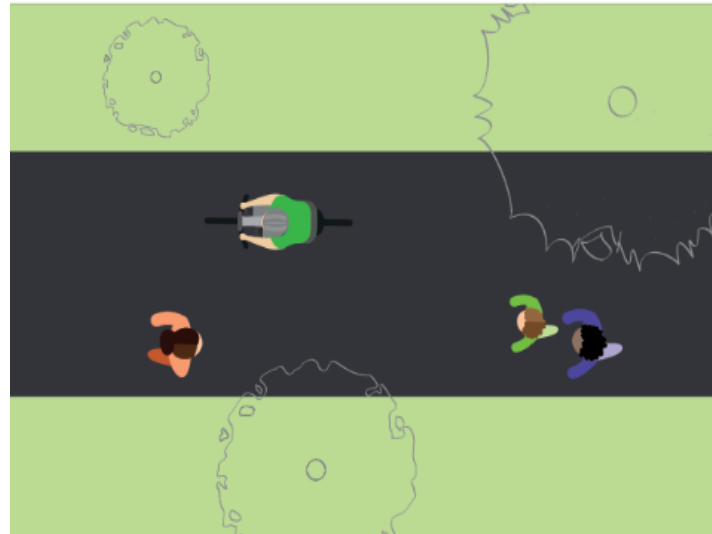


Cycle Tracks (Protected Bike Lanes)



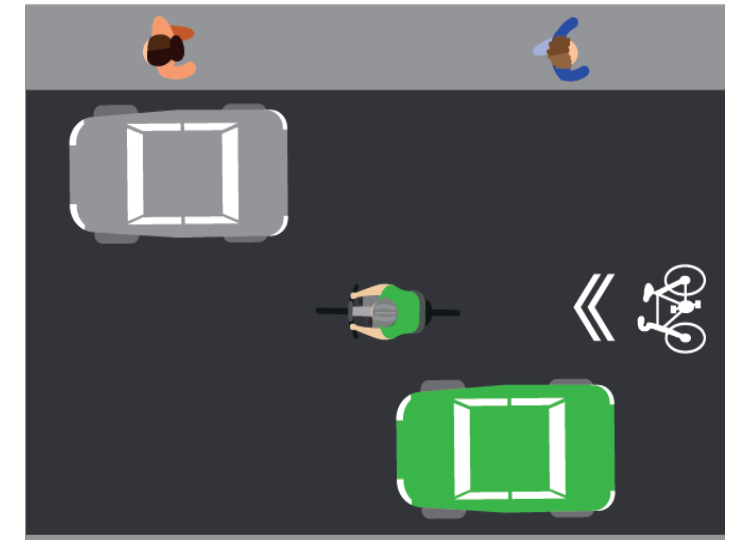
Cycle tracks are separate lanes for people on bicycles that are separated from vehicle traffic. Cycle tracks help distinguish the area for cycling from pedestrians and vehicle traffic to create safer conditions for everyone.

Trails



Multi-use trails in parks, ravines, hydro corridors, or similar green spaces are not for use by vehicle traffic. People cycling share trails with people walking. The City's Parks Bylaw includes a 20 km/h speed limit for all trails.

Shared Lanes "Sharrows"



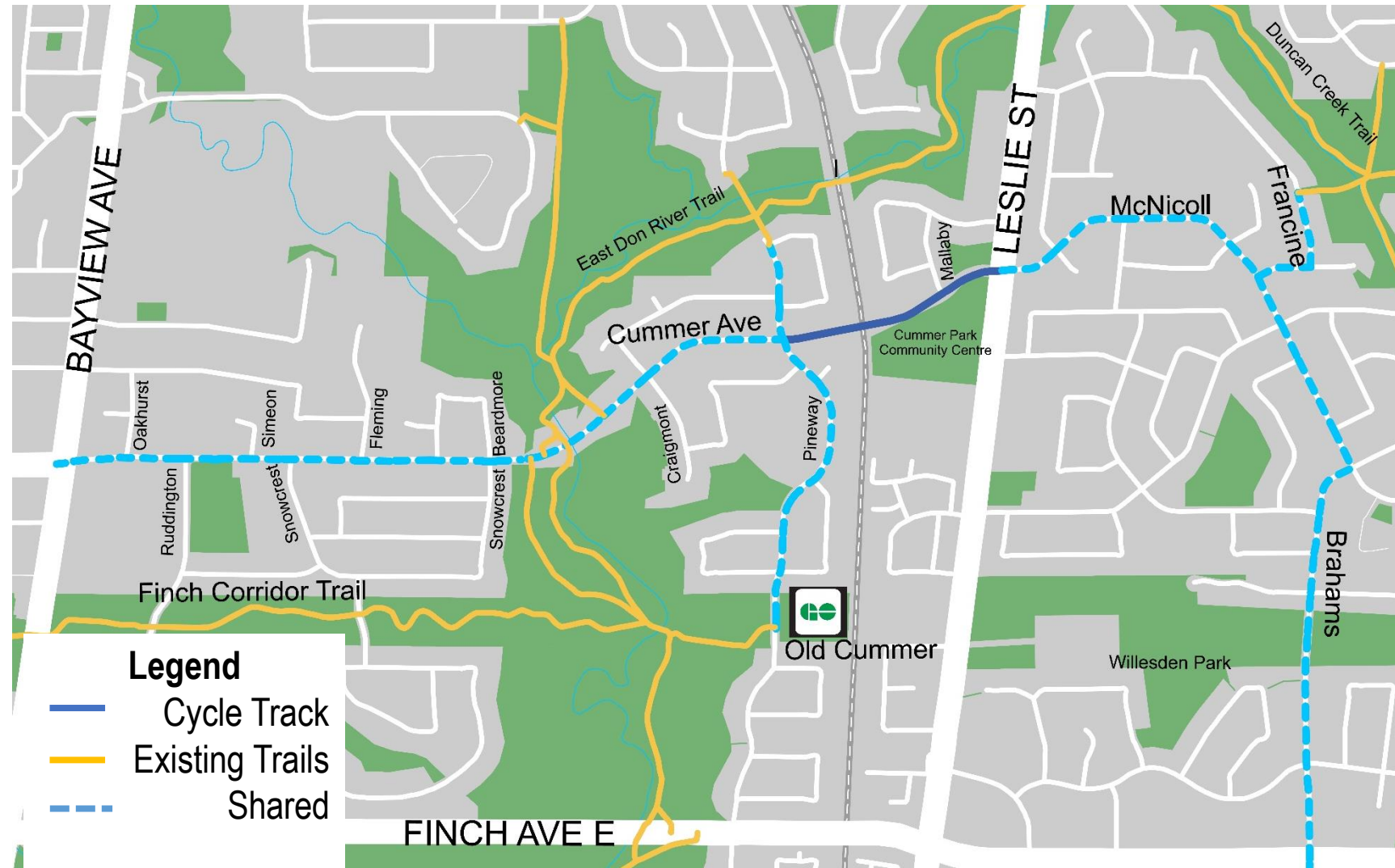
Sharrow markings are used in shared lanes as a reminder to share the road, and to help people connect to other cycling routes such as trails. They are placed to indicate the ideal cyclist position in the lane.

Proposed Bikeway on Cummer Ave



A **Cycle Track** (or protected bike lane) is proposed between Pineway Blvd and Leslie St

Shared cycling routes, using pavement markings and signs, are proposed on Cummer Ave between Bayview Ave and Pineway Blvd, on Pineway Blvd, McNicoll Ave and other local streets to help people cycling get to other cycling routes such as existing trails.

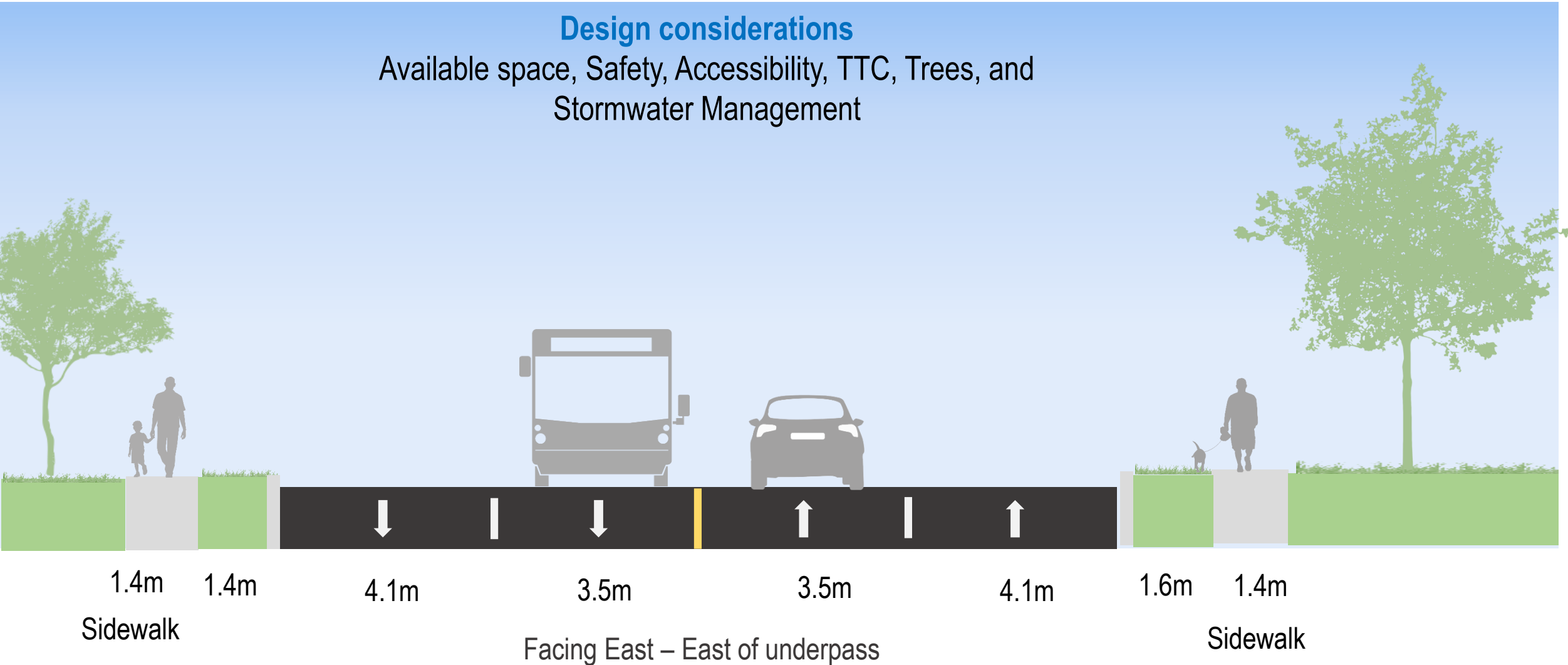


Today: Cummer Ave (Pineway Blvd to Leslie St)



Design considerations

Available space, Safety, Accessibility, TTC, Trees, and Stormwater Management

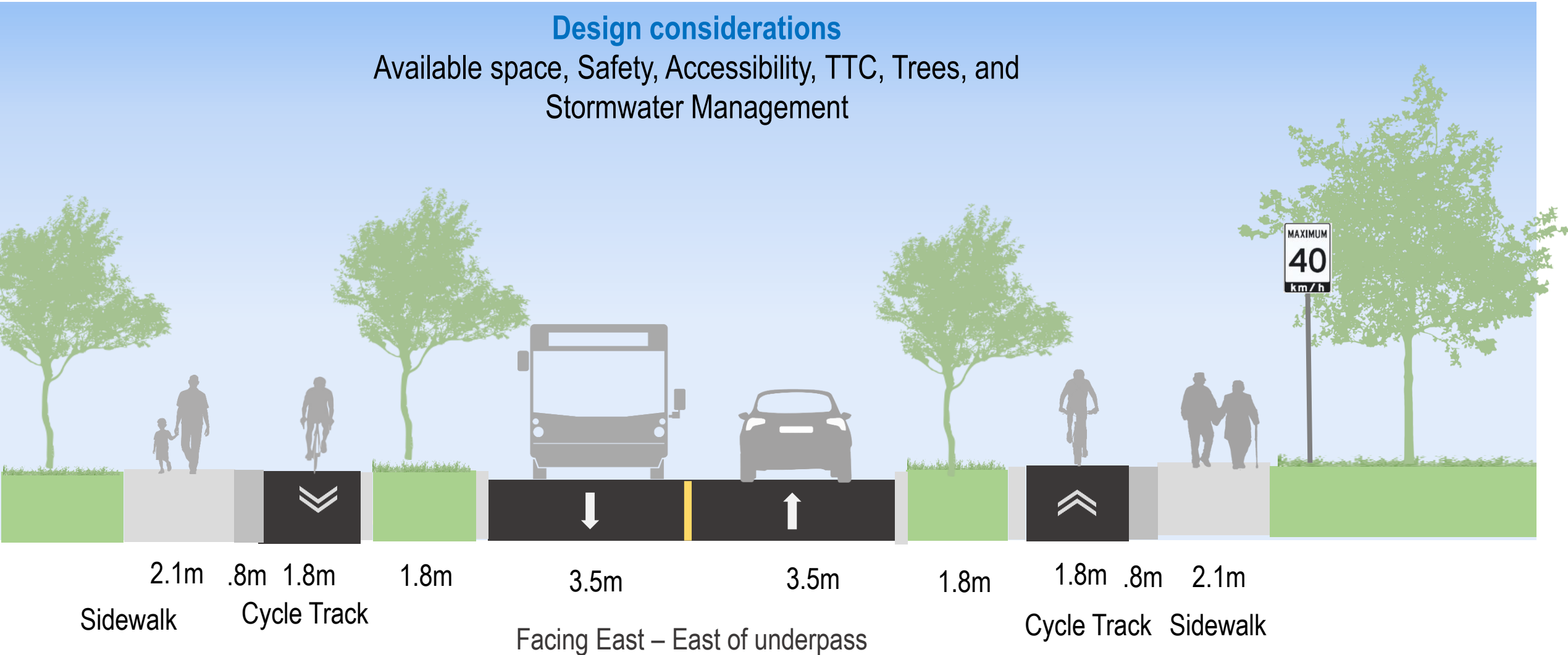


Proposed: Cummer Ave (Pineway Blvd to Leslie St)

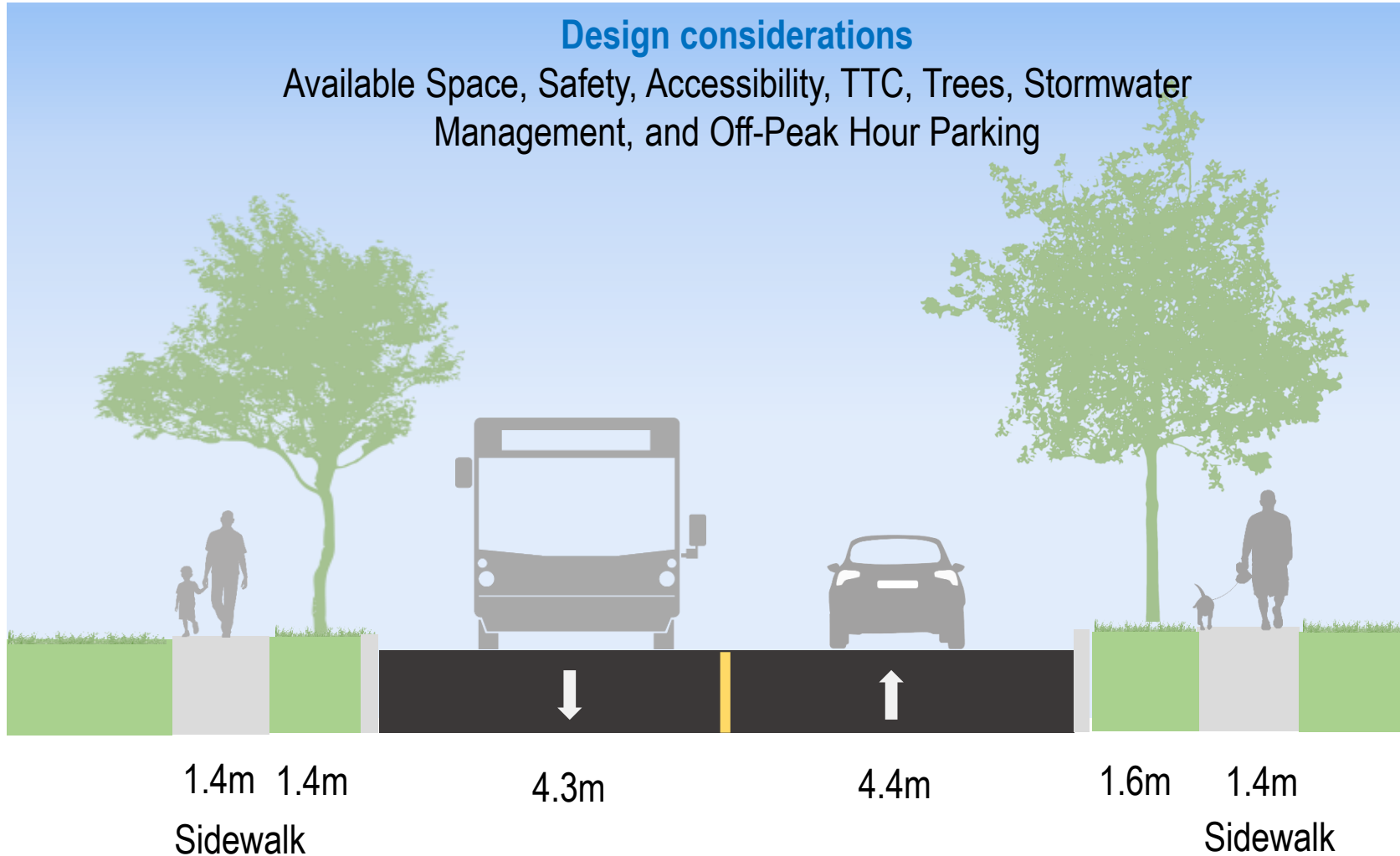


Design considerations

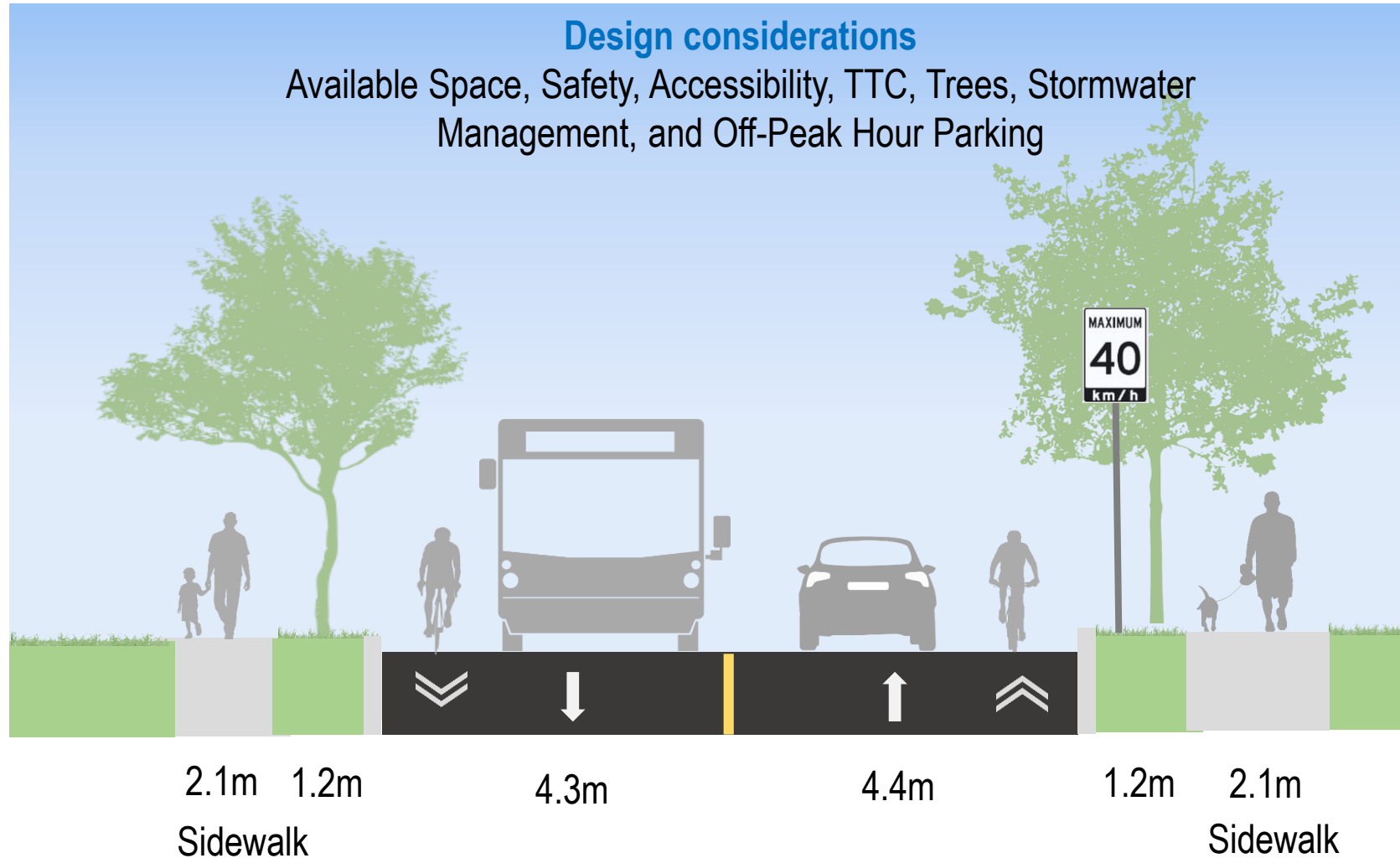
Available space, Safety, Accessibility, TTC, Trees, and Stormwater Management



Today: Cummer Ave (Bayview Ave to Pineway Blvd)



Proposed: Cummer Ave (Bayview Ave to Pineway Blvd)



Proposed: Cummer Ave (Pineway Blvd to Leslie St)



Artists rendering of Cummer Ave between Pineway Blvd and Leslie St showing new green space, widened sidewalks and cycle tracks.

Proposed: Intersection Safety & Sidewalk Improvements



Artists rendering of Cummer Ave and Mallaby Rd raised crosswalk so drivers yield to people walking and cycling.

Next Steps

Upcoming Dates

- Online Survey Deadline – December 30th, 2020
- Engagement summary posted on project website – January 2020
- Report to Infrastructure and Environment Committee and City Council – March 2021
- Construction – Summer 2021



CONTACT US

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

Alyssa Cerbu, Senior Public Consultation Coordinator
alyssa.cerbu@toronto.ca
416-338-0503