



BIKE LANE & ROAD SAFETY UPGRADES ON DAVENPORT ROAD

DUPONT ST TO YONGE ST

THURSDAY, FEBRUARY 4, 2021

6:30 PM – 8:30 PM



To commence this meeting we would like to first take a moment to acknowledge the land on which we are meeting. This land is the traditional territory of many nations including the **Mississaugas of the Credit**, the **Anishnabeg**, the **Chippewa**, the **Haudenosaunee** and the **Wendat peoples** and is now home to many diverse Indigenous, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



Topic	Time
Introduction	6:30 pm
Presentation	6:40 pm
Question and Answer	7:10 pm
Conclusion & Next Steps	8:25 pm



Raise your Hand: Submit a Verbal Question

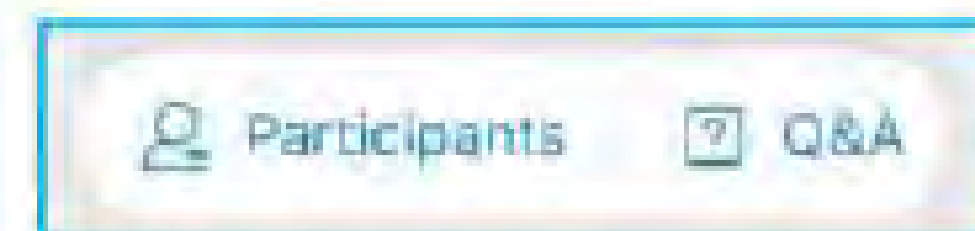
- Press the icon to raise your hand.
- If selected, the Facilitator will say your name and unmute you.
- After your question is asked, the Facilitator will put you back on mute.
- Press the icon again to put down your hand.

Ask: All Panelists

Select a participant in the ask menu first and type your question here. There is a 250 character limit.

Q & A Box: Submit a Typed Question

- Only staff will be able to see submitted questions.
- Ask questions to All Panelists.
- Your question will be redirected to a Panelist to answer verbally.
- Once a question is answered, it will become visible to all attendees.
- Please keep your question brief (below 250 characters).



Open the Participants and Q&A Panels

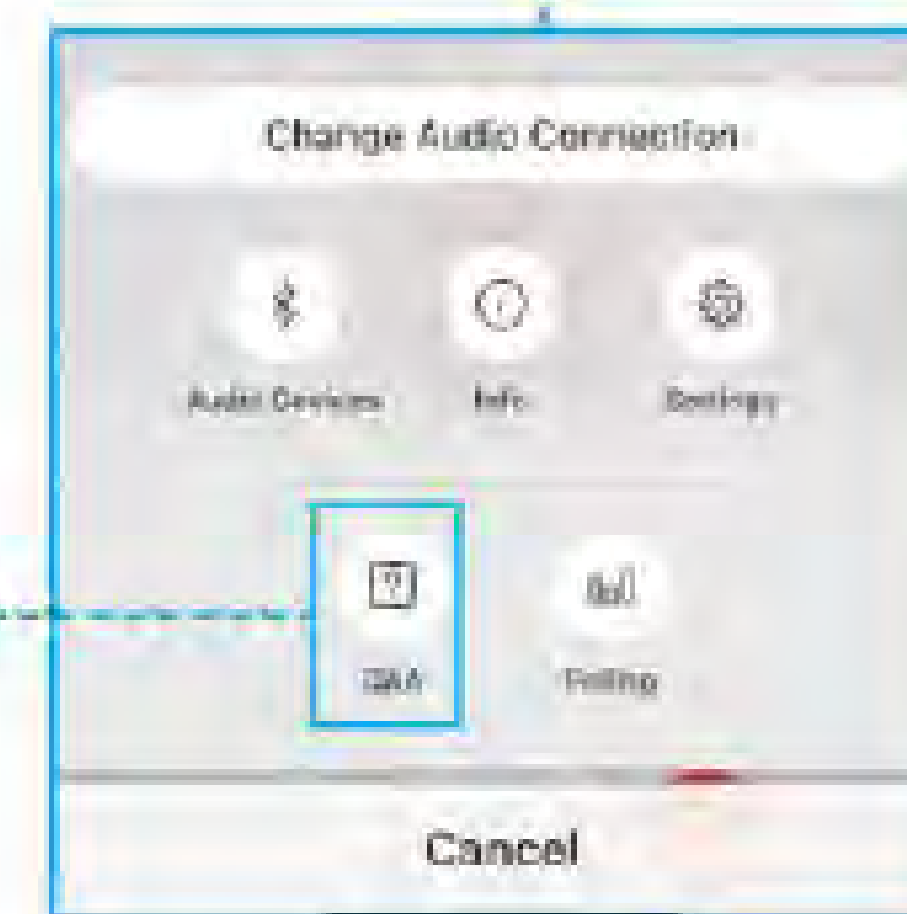
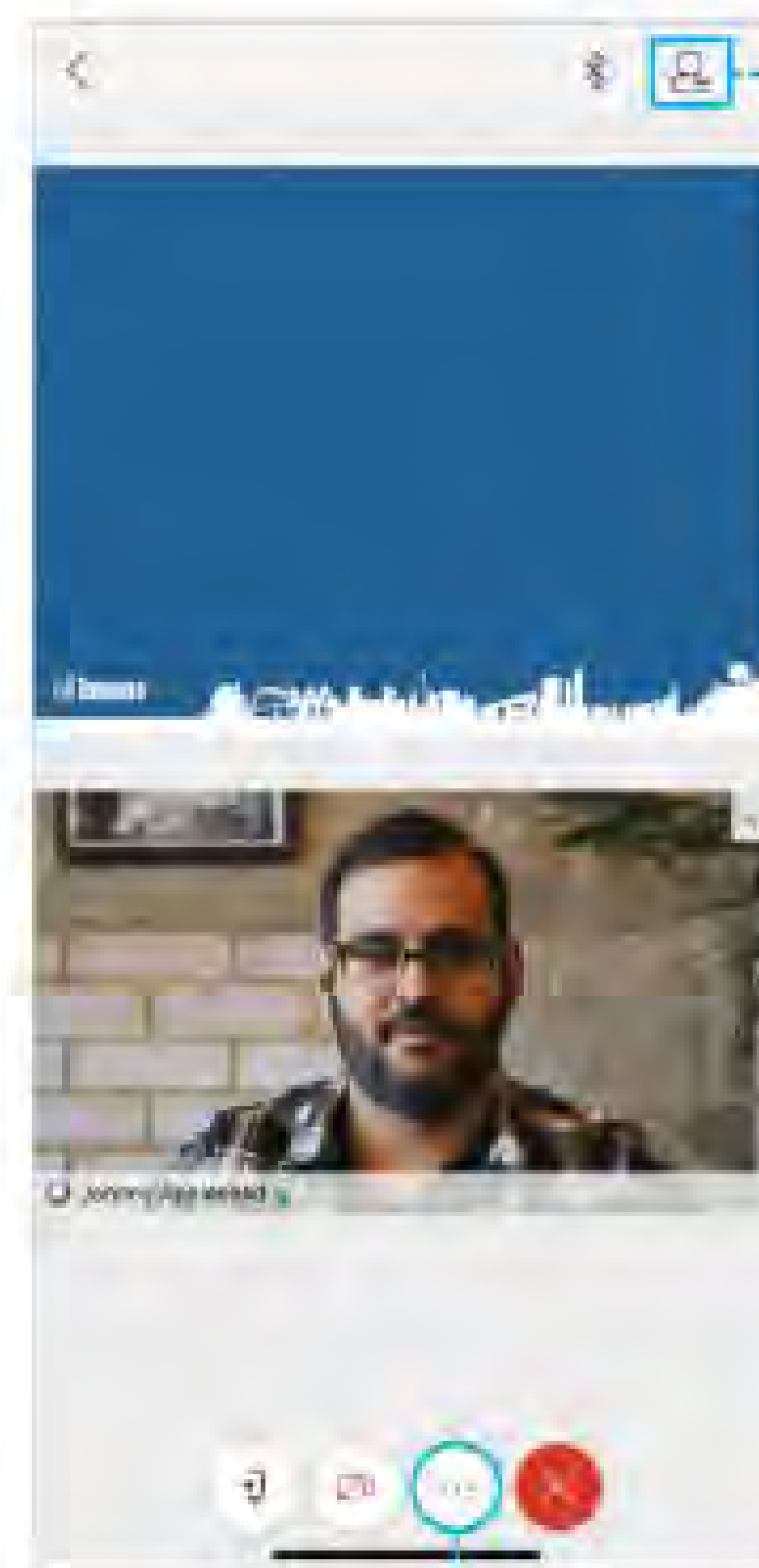
- Press to toggle between opening and closing Participants and Q&A Panels

■ Opened

■ Closed

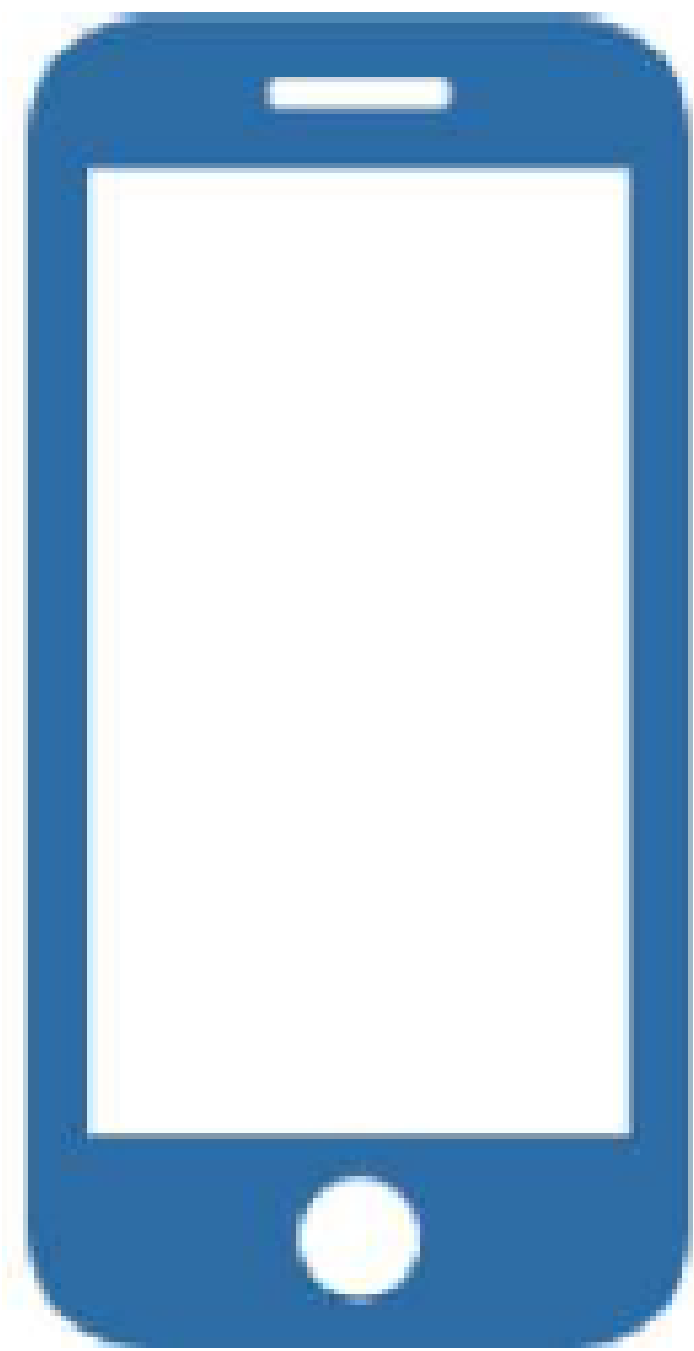
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- People who have called in can ask questions verbally.
 - To raise your hand virtually, **dial *3**.
- The Facilitator will see a hand up beside the first three digits of your phone number, alerting us that you would like to ask a question.
- During the Q&A periods, the Facilitator will unmute you and let you know that you can speak.
- After your question has been answered, please dial *3 to put down your hand.

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)



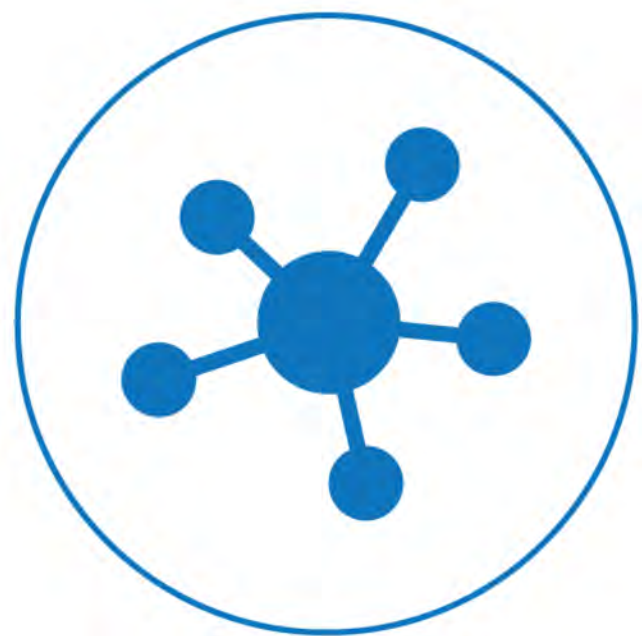
Encouraging People of All Ages and Abilities to Ride

The majority of people rate themselves as “interested but concerned” about cycling, and will only do so if bikeways feel safe

Toronto's Cycling Network Plan

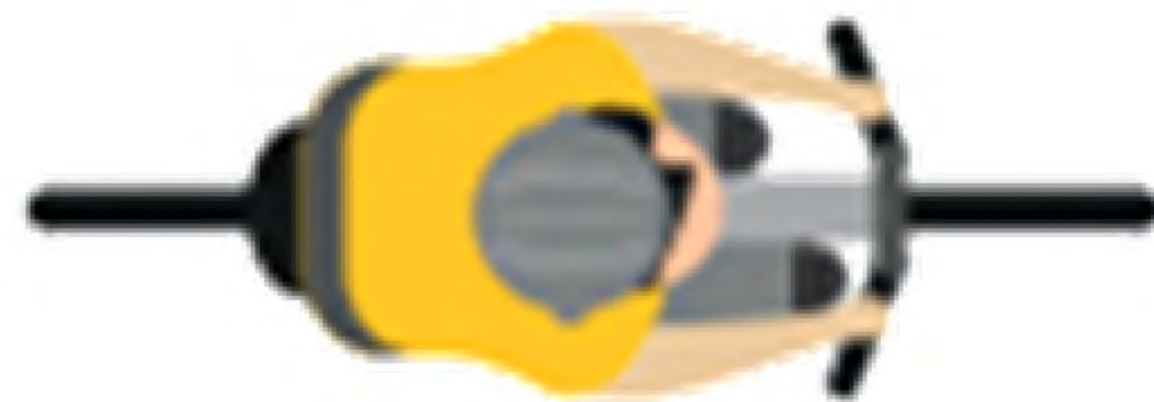


- Toronto's Cycling Network Plan Update was approved by City Council in July, 2019
- **Davenport Rd** has been identified as a '**Renew**' program in Cycling Network Plan Update



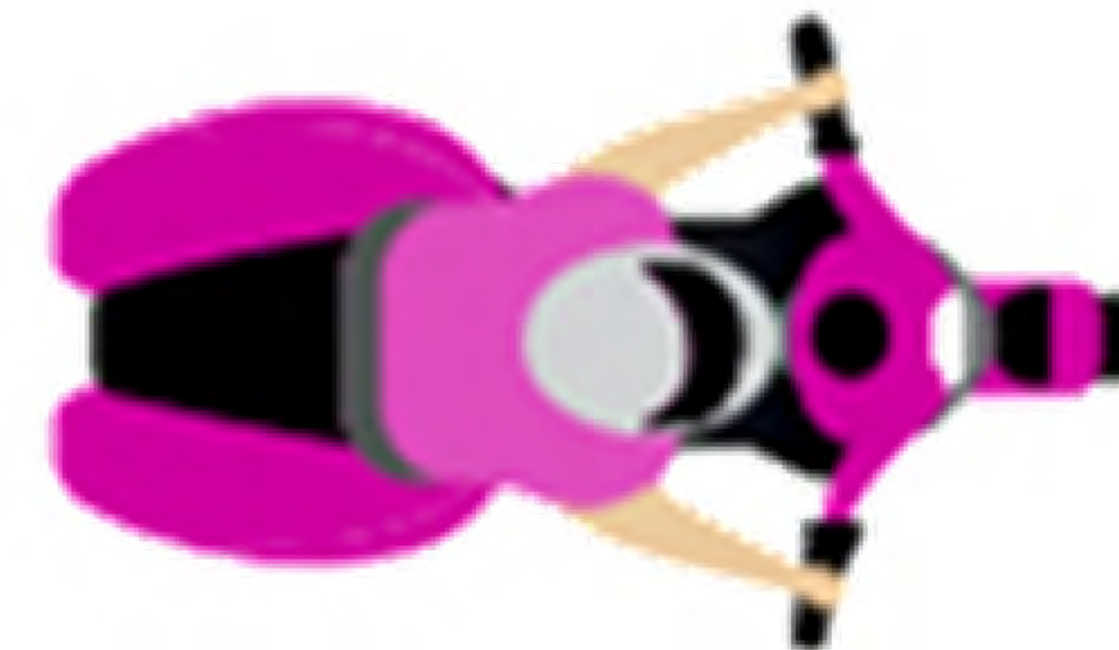
Connect

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



Toronto's Cycling Network Plan

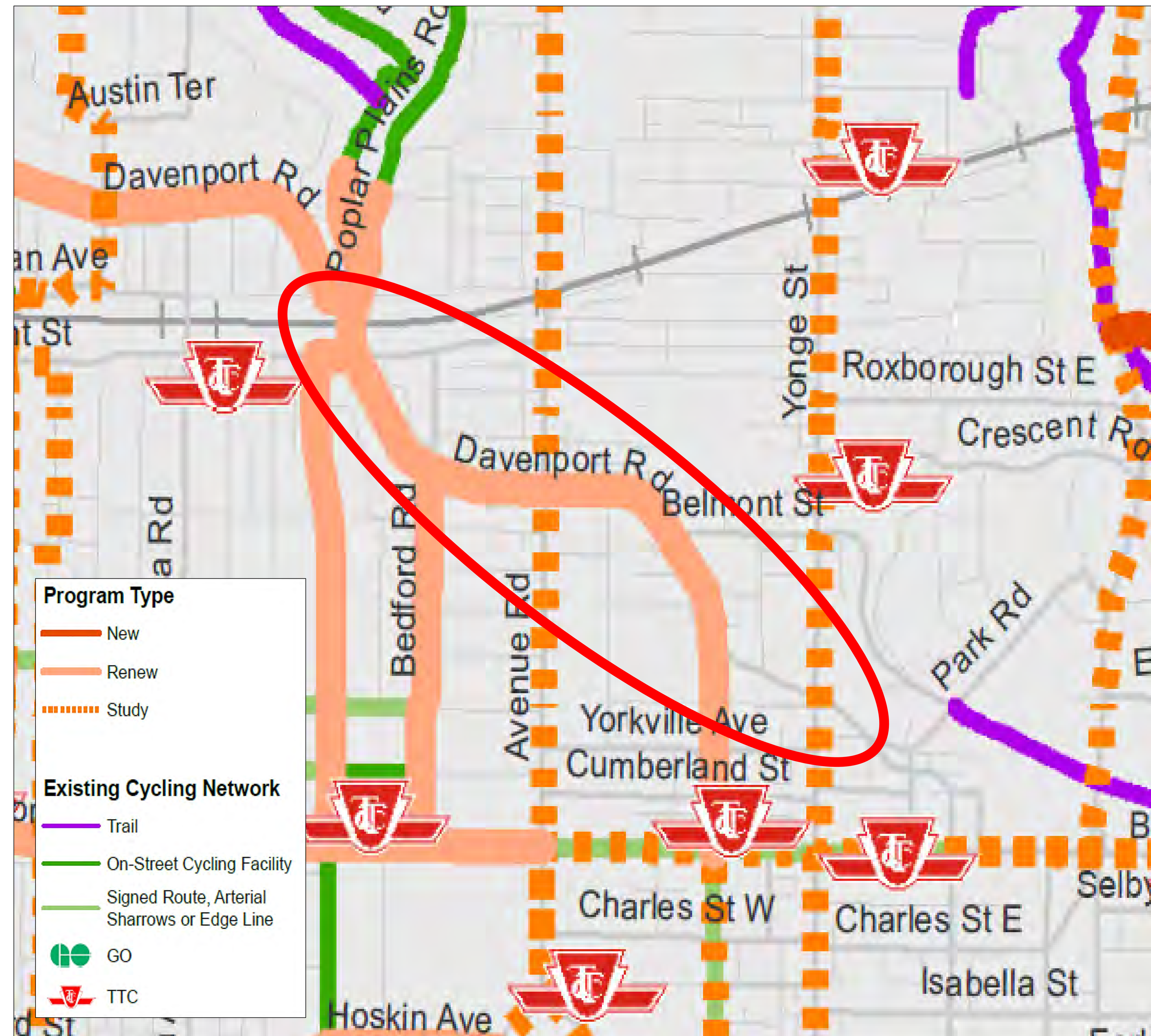


Existing Cycling Connections

- Bay St bike lanes
- Davenport Rd and Poplar Plains Rd bike lanes
- Bedford Rd bike lanes and shared/quiet street routes
- Bloor Street cycle tracks

Future Potential Cycling Connections (under review per Council direction)

- Yonge St
- Avenue Rd (Bloor to Davenport)



Study Area

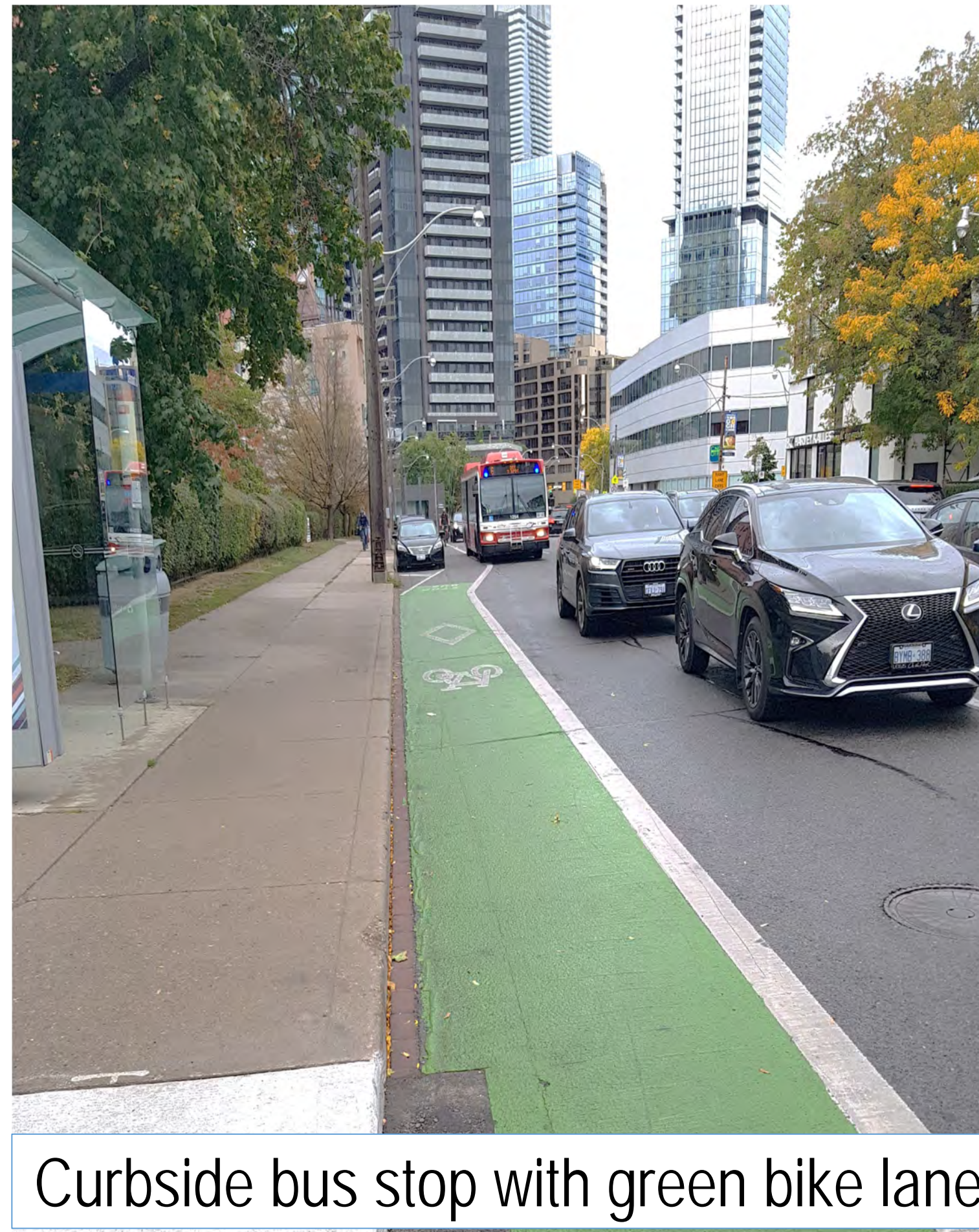


The project specific area is located along **Davenport Rd** and limited between the two main intersections, **Dupont St** at the very west end and **Yonge St** at the very east end.

Why Now?



Conflicts with bike lane and right turn at Bay



Curbside bus stop with green bike lane



Conflicts with bike lane and right turn at Dupont

- **Davenport Rd** has become a key link in the City's bikeway network
- There have been a number of collisions on **Davenport Rd**
- The way bike lanes are designed has changed over time, and the bike lanes on **Davenport Rd** can be improved.



Narrow bike lanes beside curbside parking



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

Reduce motor vehicle speeds and improve the visibility and predictability of road users



2. Encourage cycling by connecting and improving bikeways

Make cycling a more comfortable experience, which reduces health issues, long-term traffic congestion, and transportation-related greenhouse gas emissions



3. Maintain City services and access to driveways

Ensure the continued provision of snow clearing, solid waste removal, and TTC bus service. Maintain access to driveways.



4. Minimize impact to on-street parking

Ensure the maximum number of parking spaces are maintained.



Davenport Rd (Dupont St to Yonge St) - Today



Project length: 1,350 m

Cross-section:

- Dupont St to Bay St
 - 4 traffic lanes
 - Curb-side 24/7 parking on both sides
 - Unidirectional bike lanes (width: 1.5 m – 1.8 m)
- Bay St to Yonge St
 - 4 traffic lanes
 - Curb-side off-peak parking on both sides
 - No bike lanes

Speed:

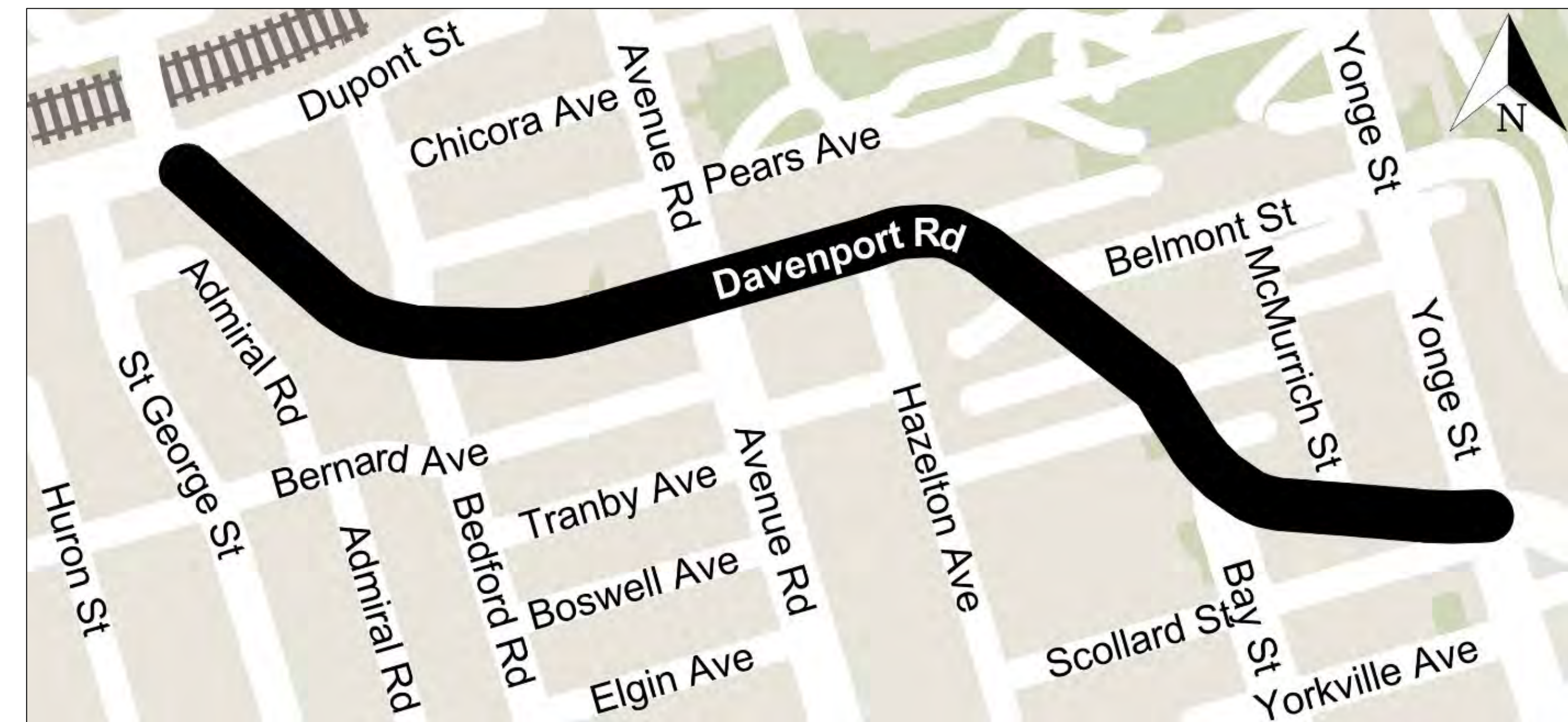
- Posted: 40 km/h
- Existing: 53 km/h (May 2019)

Transit:

- 6 Bay bus route – between Bay St and Dupont St

Traffic volume:

- Motor vehicles: 18,900 – 40,000+ per day (Feb. 2020)
- Bicycles:
 - Summer: 2,500+ per day (Jun. 2018)
 - Winter: 500+ per day (Feb. 2020)



6 Bay bus

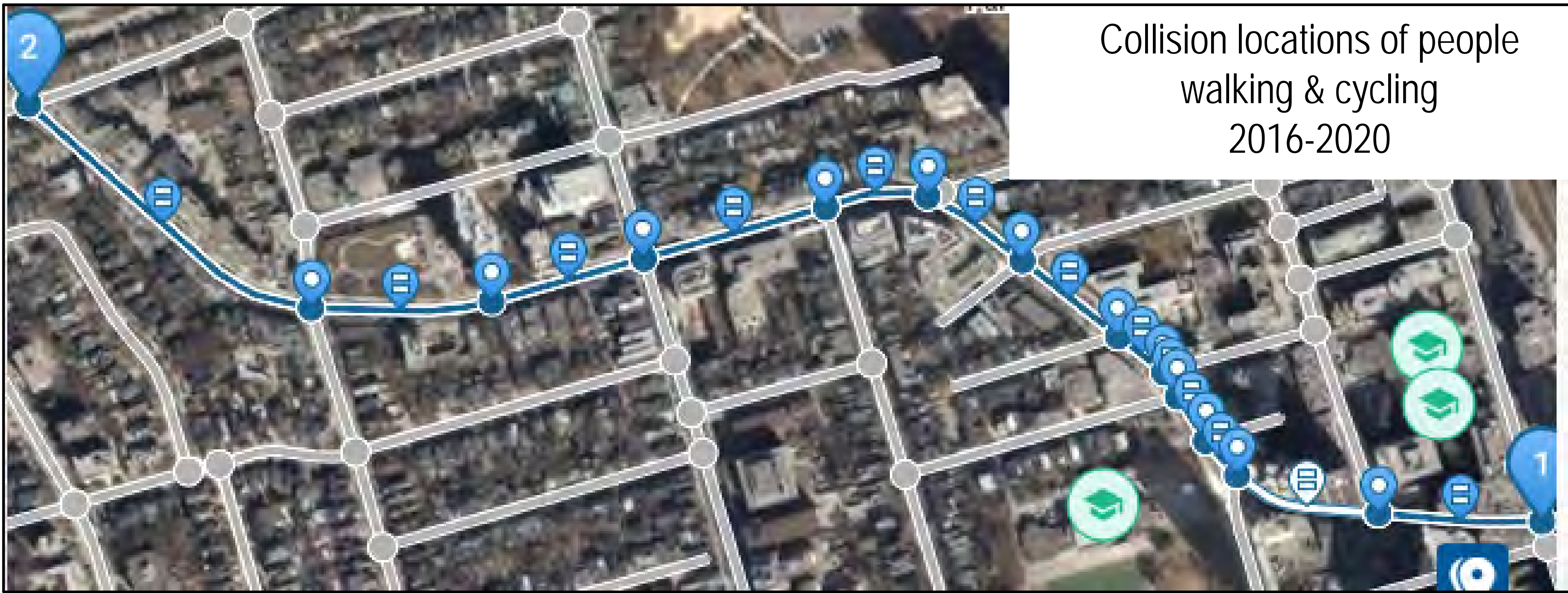
Davenport Rd (Dupont St to Yonge St) - Today



Safety:

Vehicular Collisions Involving People Walking and Cycling Between Dupont St and Yonge St (2016 - 2020)

Collision Involvement	Fatality	Seriously Injured	Other (Damage / Minor Injury)	Total
People Walking	1	1	11	13
People Cycling	0	1	13	14
Total	1	2	24	27



Davenport Rd (Dupont St to Yonge St) - Today



Active Development Sites:

- Four curbside developments underway and several others planned
- 201-205 Davenport Rd and 342-346 Davenport Rd developments occupy curb lane



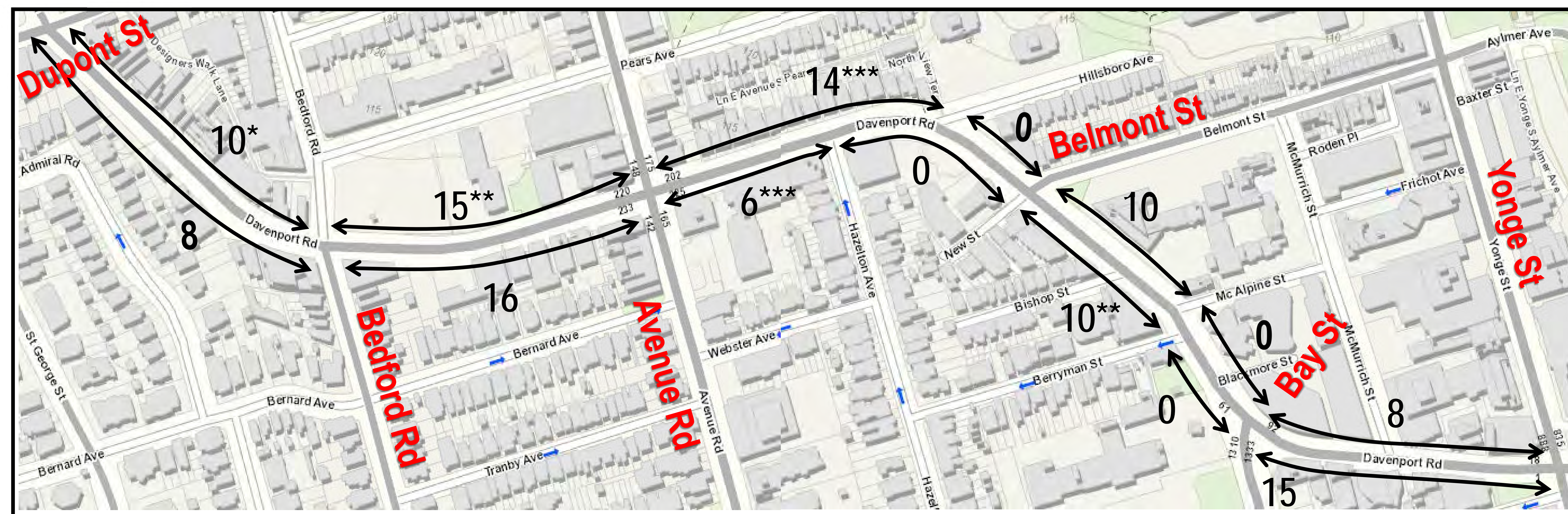
No	Property Address	Description
1	201-205 Davenport Rd and 126-128 Hazelton Ave	9-storey mixed-use building with 39 vehicular parking spaces and 22 bicycle parking spaces
2	250 Davenport Rd	Three buildings - 27-storey mixed-use tower, 4-storey townhouses, and 3-storey townhouses with 174 residential parking spaces and 23 visitor parking spaces
3	321 Davenport Rd	9-storey apartment building
4	342-346 Davenport Rd	9-storey mixed-use building
5	287 Davenport Rd and 141-145 Bedford Rd	Proposal for a 15-storey mixed-use building
6	314-326 Davenport Rd	Proposal for a 22-storey mixed-use building
7	361 Davenport Rd	Proposal for 7-storey mixed-use building
8	350 Davenport Rd	Proposal for 8-storey mixed-use building

Davenport Rd (Dupont St to Yonge St) - Today



On-Street Parking:

Parking is available on both sides, 24/7 between Dupont St and Bay St, and off-peak only between Bay St and Yonge St



* Re-development project at 342-346 Davenport Rd – 11 spaces not available

** An existing Bike Share Station on the parking lane

*** Development project at 201-205 Davenport Rd/126-128 Hazelton Ave – 2 spaces not available on the south side and 15 spaces not available on the north side

Davenport Rd (Dupont St to Yonge St) - Today



On-Street Parking:

- North side has higher supply and usage between **Dupont St and Belmont St**
- Both sides have similar supply and usage between **Belmont St/New St and Bay St**
- South side has higher supply and usage between **Bay St and Yonge St**
- Council approved a residents poll to introduce permit parking on the south side between **New St and Berryman St**
- Overall, there is **48% parking utilization** along the corridor and **peak parking demand** can be accommodated with parking on one side.

Pay-n-Display Parking Survey Summary on Corridor *Available Parking Spaces:*

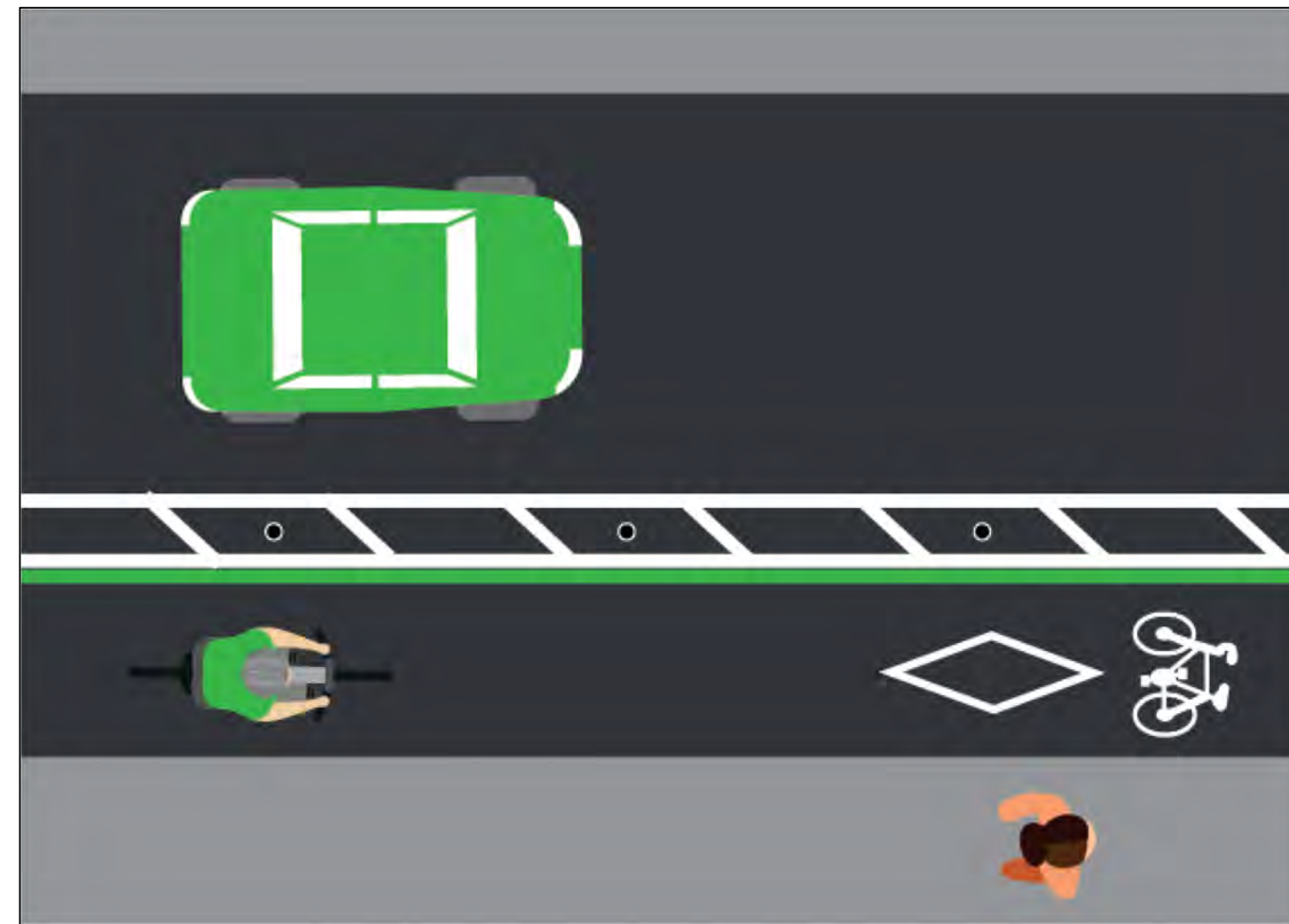
North Side	South Side	Total	
57	55	112	

Survey Period	North Side	South Side	Total
PM Peak (Sep. 2020)	32	30	62
AM Peak (Dec. 2020)	29	24	53
PM Peak (Dec. 2020)	32	26	58
Weekend (Dec. 2020)	24	24	48
Weighted Average Parking Utilization*	29	25	54
% of Parking Utilization **	51%	45%	48%

* $[Average\ Weekday * 5 + Average\ Weekend * 2] / 7$

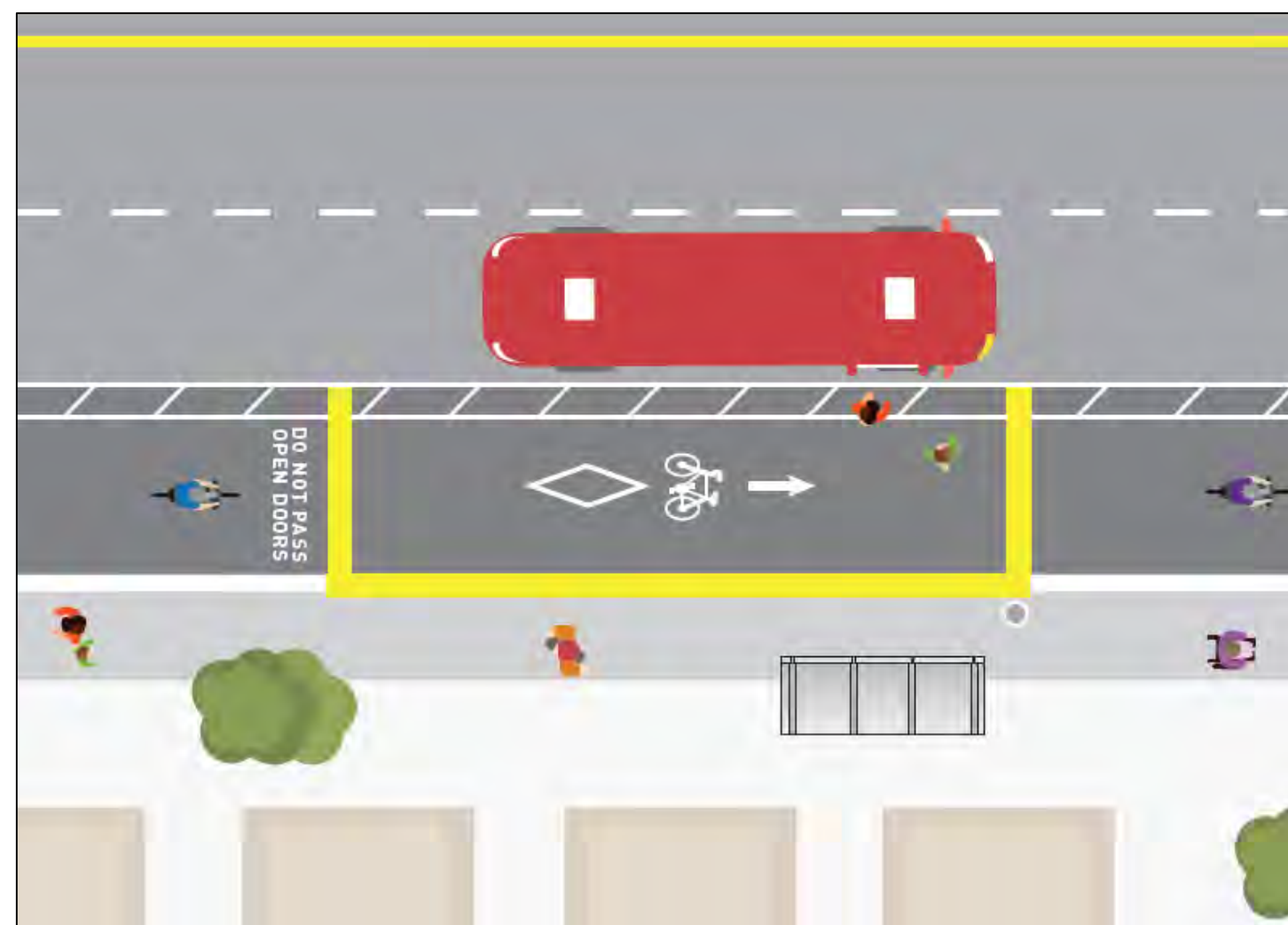
** $[Weighted\ Average / Available\ Spaces] * 100$

Bikeway Improvements: Bikeway Types



Cycle Tracks

Cycle tracks are dedicated lanes for bicycles that are next to the roadway but are separated from vehicle traffic. Cycle tracks help distinguish the area for cycling from vehicle traffic and create an environment safer for cycling.



Bus-Bike Platform

Bus-bike platforms are used at bus stops where there is a potential conflict between buses and bikes and are meant to designate a space for both cyclists and bus passengers boarding/un-boarding the bus. On the platforms, pedestrians must wait outside of the designated strip lines and cross the yellow lines only when boarding/un-boarding the buses. Cyclists must yield to the pedestrians boarding/un-boarding the buses by waiting at the designated space before the platform.

Proposed Bikeway Improvements on Davenport Rd



Upgrade the existing bike lanes to protected bike lanes between Dupont St and Bay St and install new, protected bike lanes to Yonge St to:

- Add physical separation due to high motor vehicle speeds and volumes
- Reduce conflict with motor vehicles
- Reduce the risk of dooring from parked cars

Proposed upgrades include:

- Buffered and physically separated bike lanes with low curbs and posts, where feasible
- Improved safety at Bay St, Avenue Rd and Dupont St intersections with bus-bike platforms to reduce conflicts with right turning vehicles and TTC buses

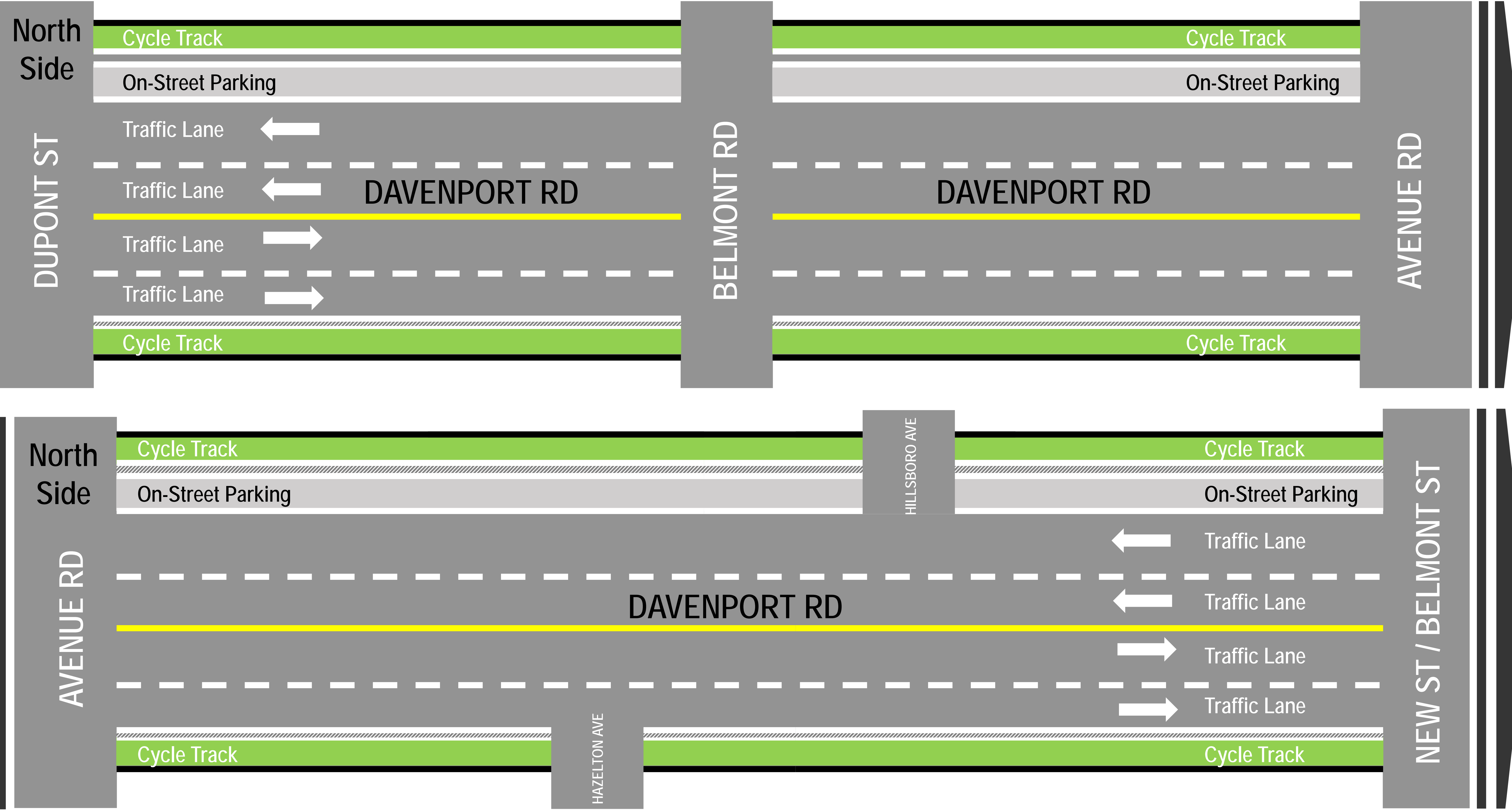
Protected Bike Lanes - Danforth Ave



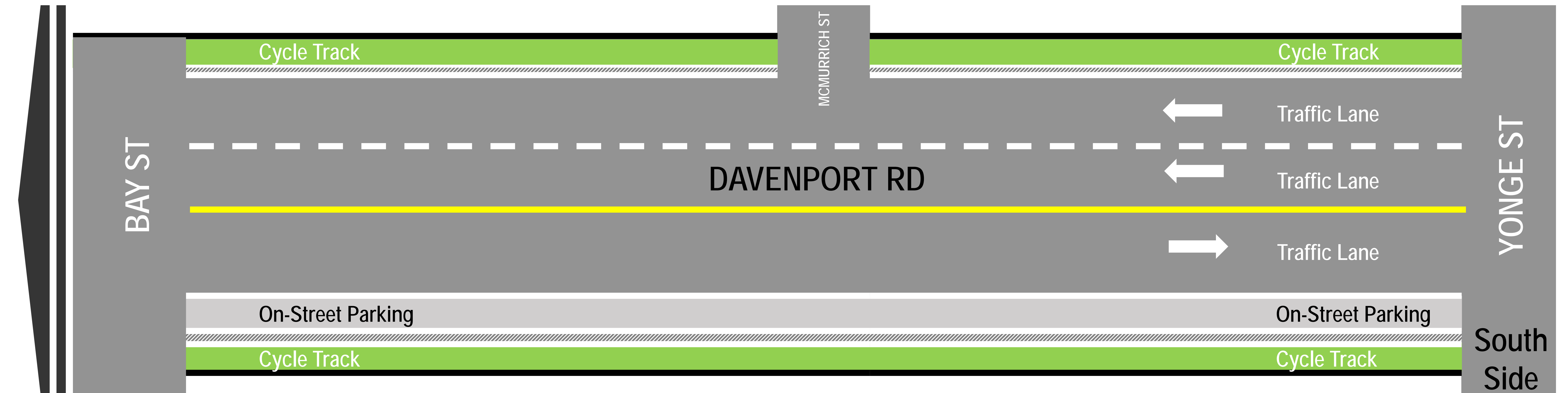
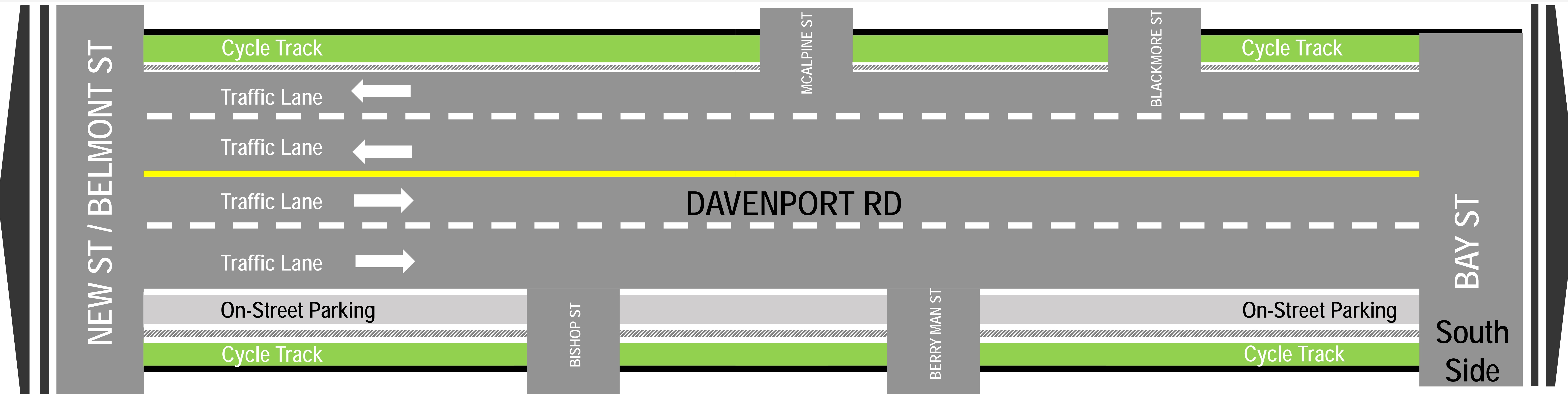
Bus-bike Platform at TTC Stop - Sherbourne St



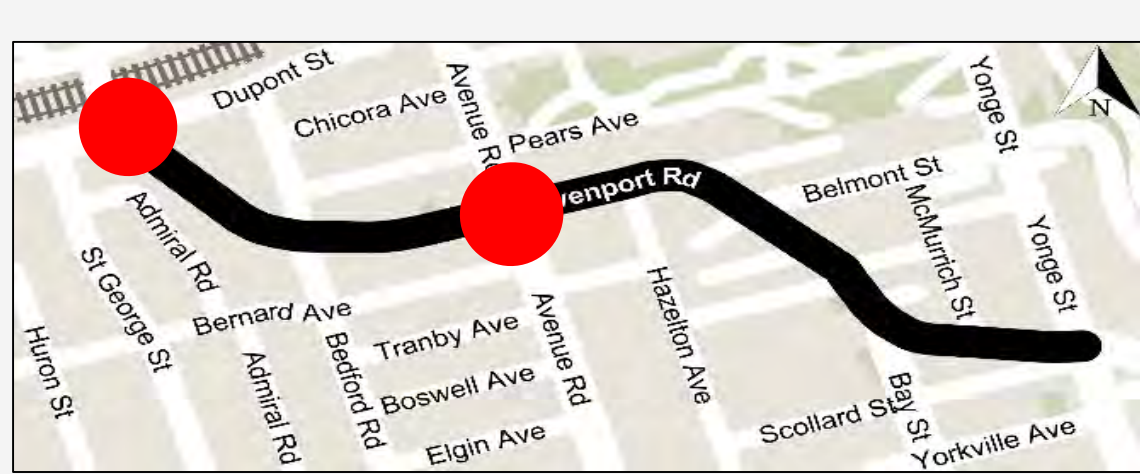
Davenport Road - Proposed Typical Mid-Block Plan



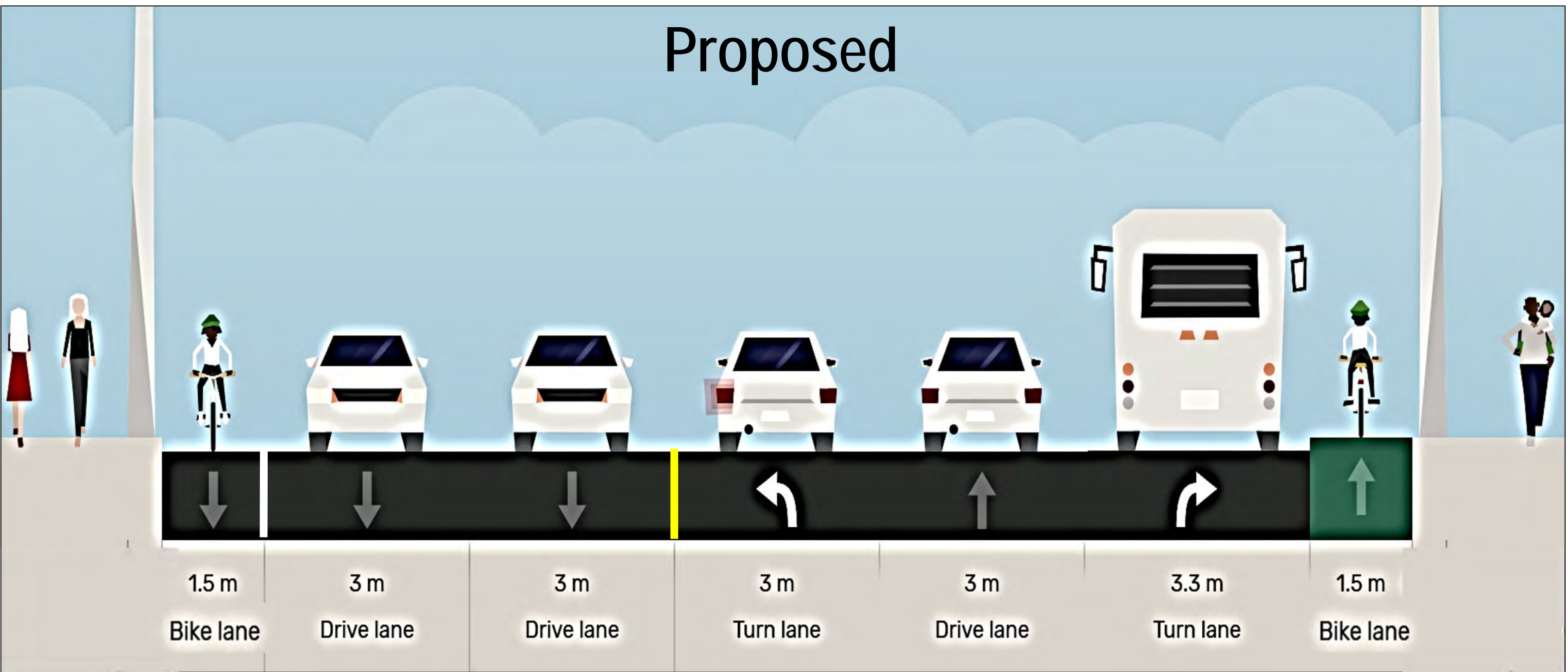
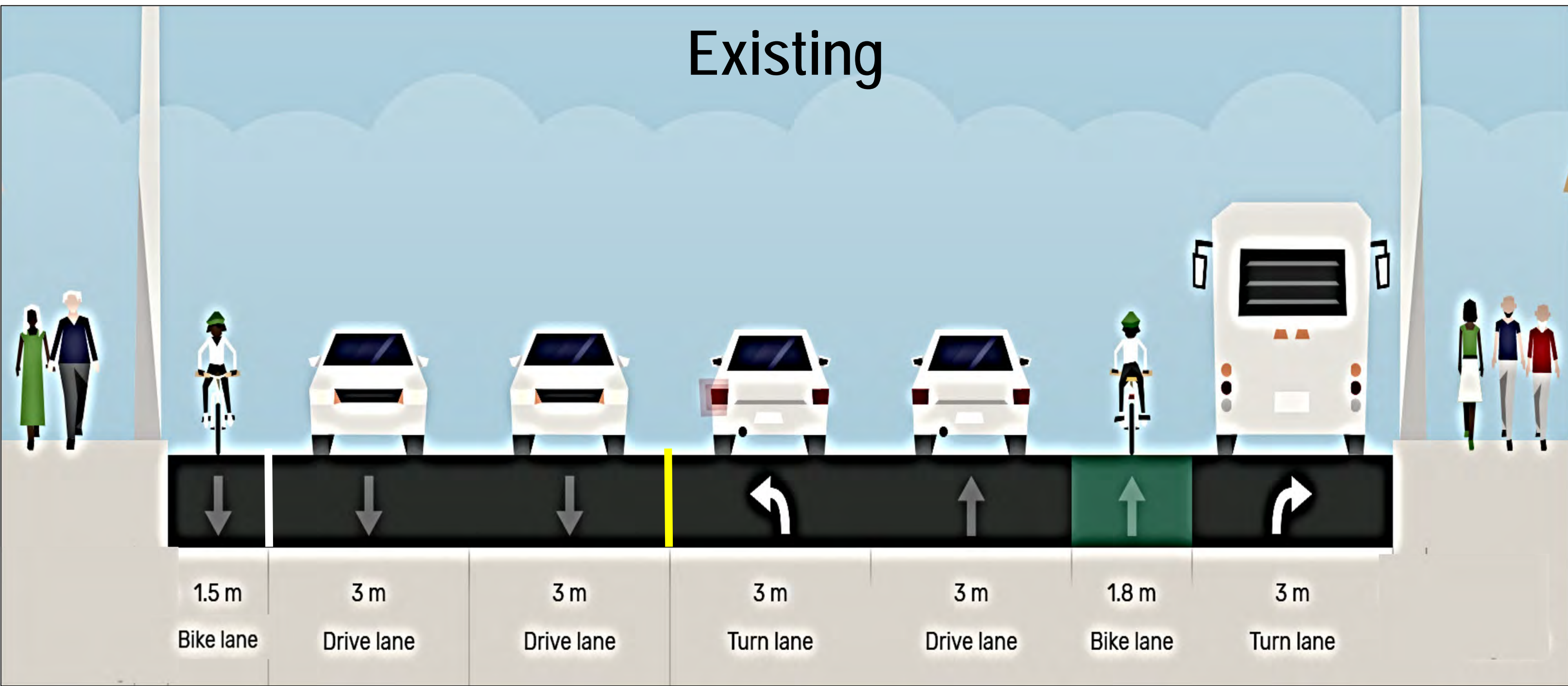
Davenport Road - Proposed Typical Mid-Block Plan



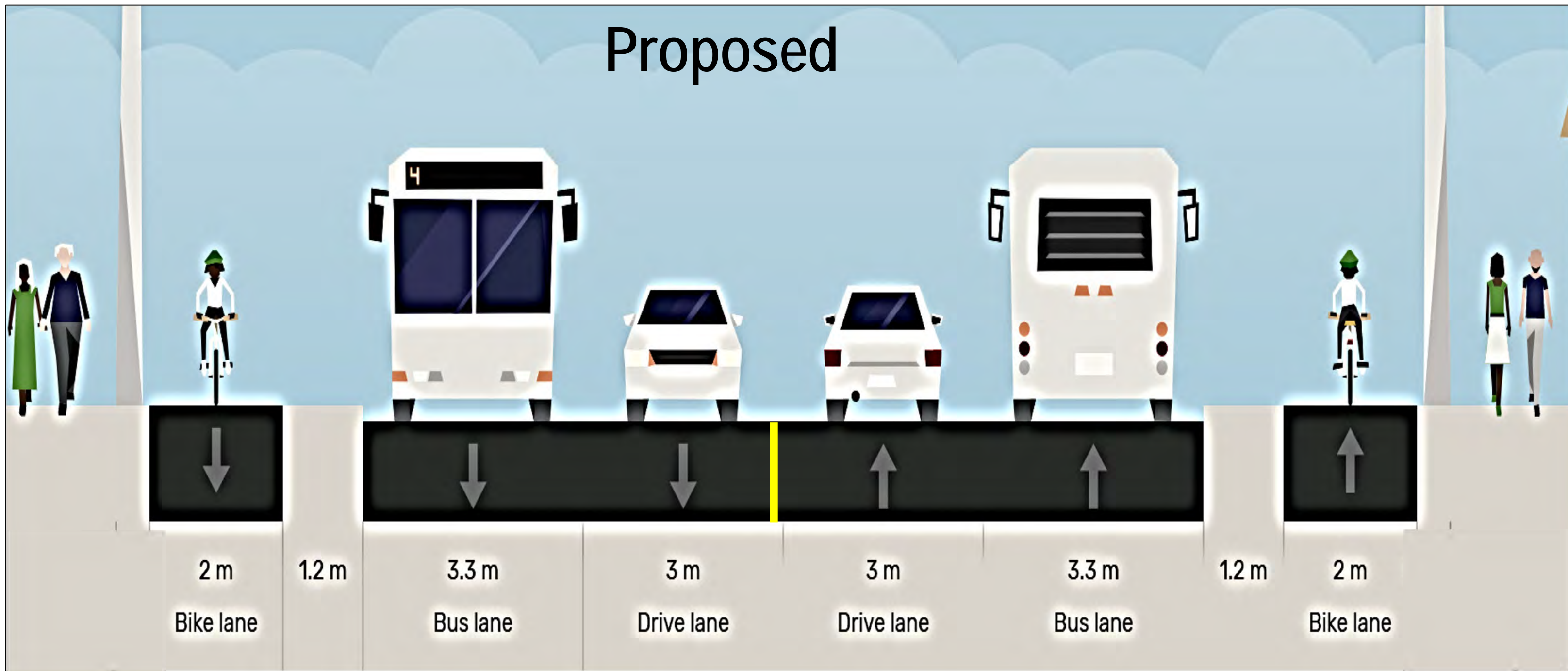
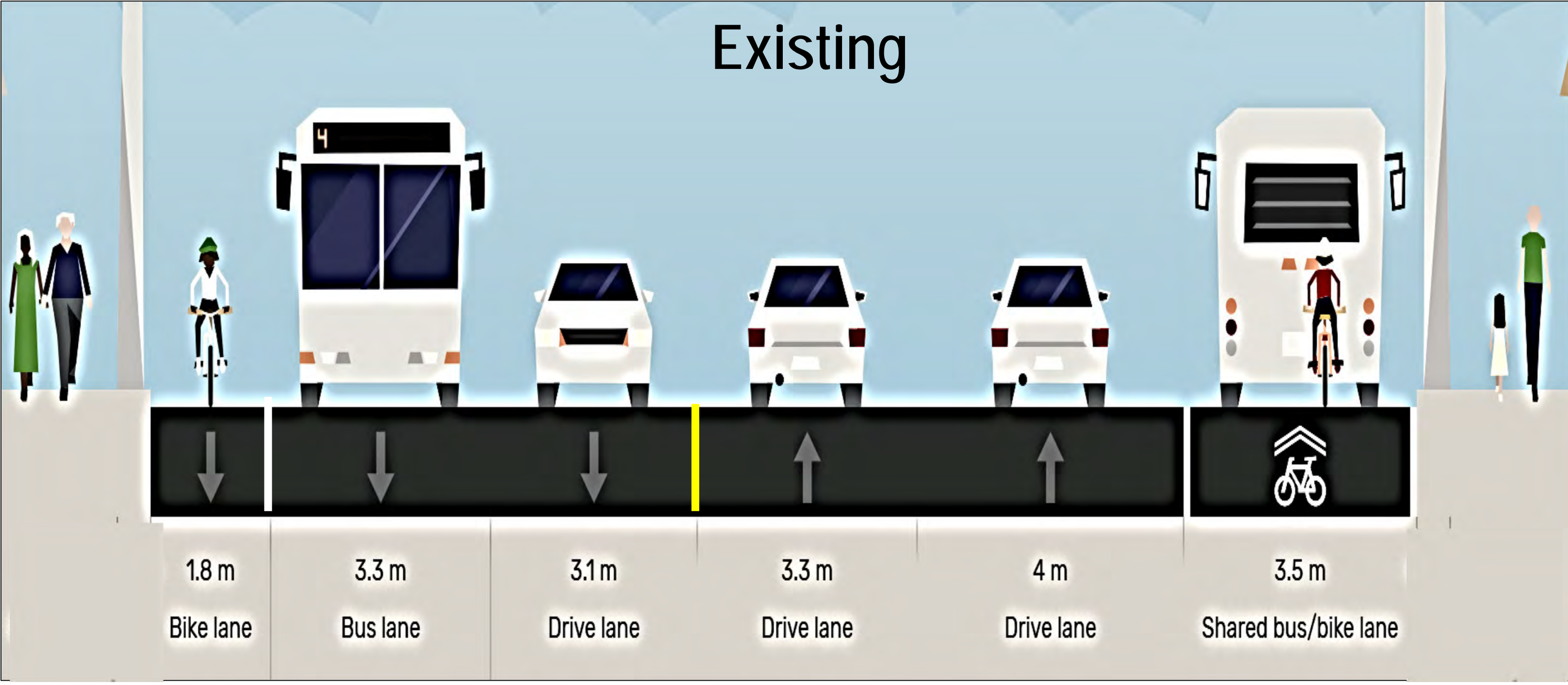
Davenport Rd - Existing & Proposed Design at Intersections



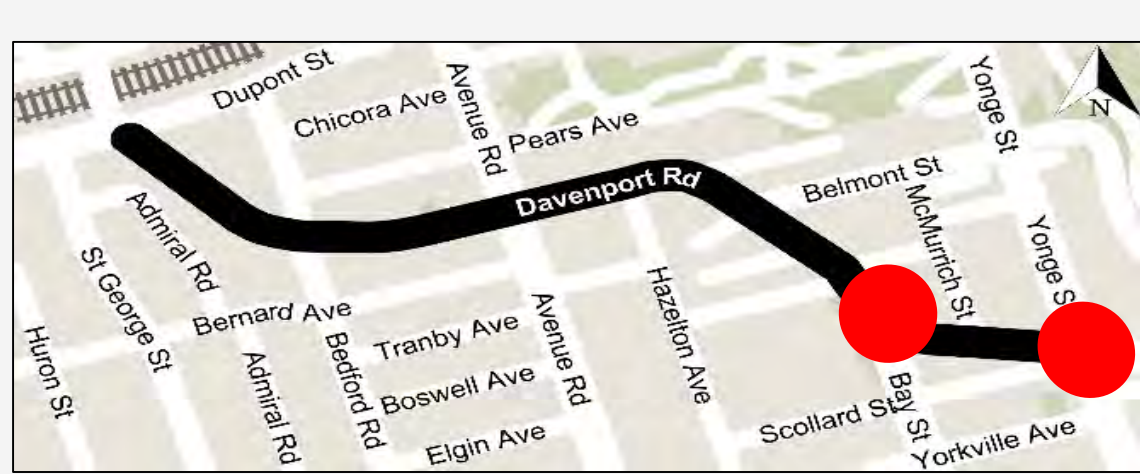
At Dupont St/Avenue Rd East Approach (Facing West)



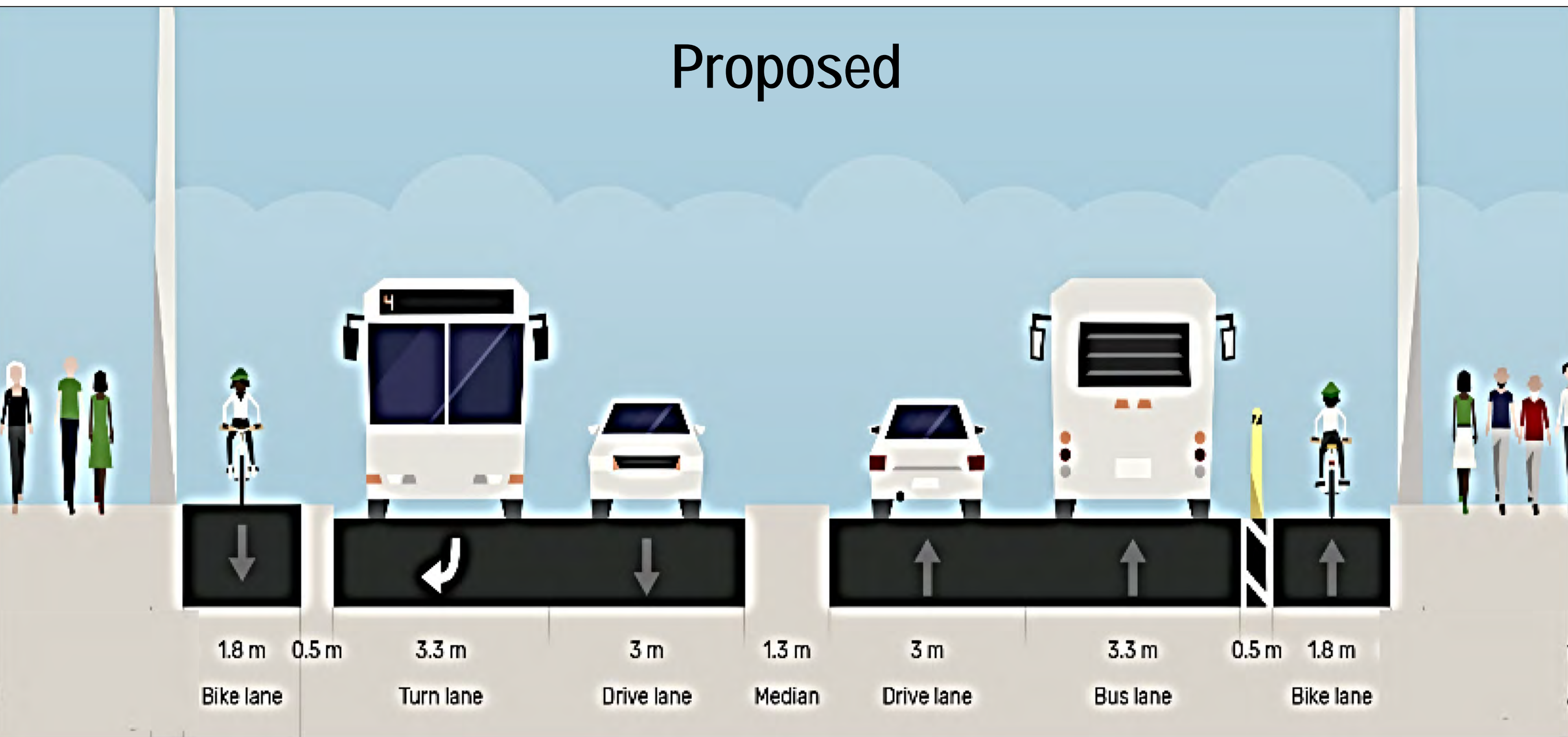
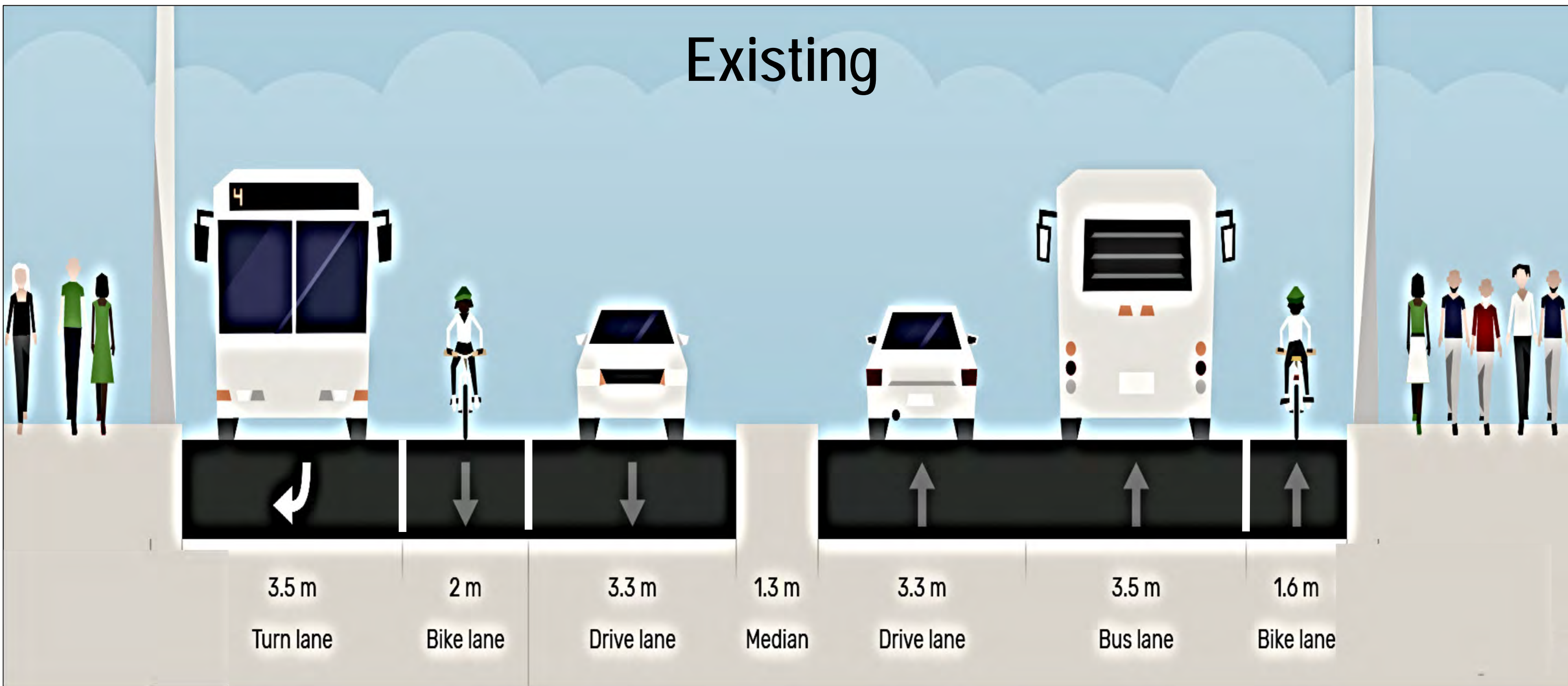
At Avenue Rd West Approach (Facing West)



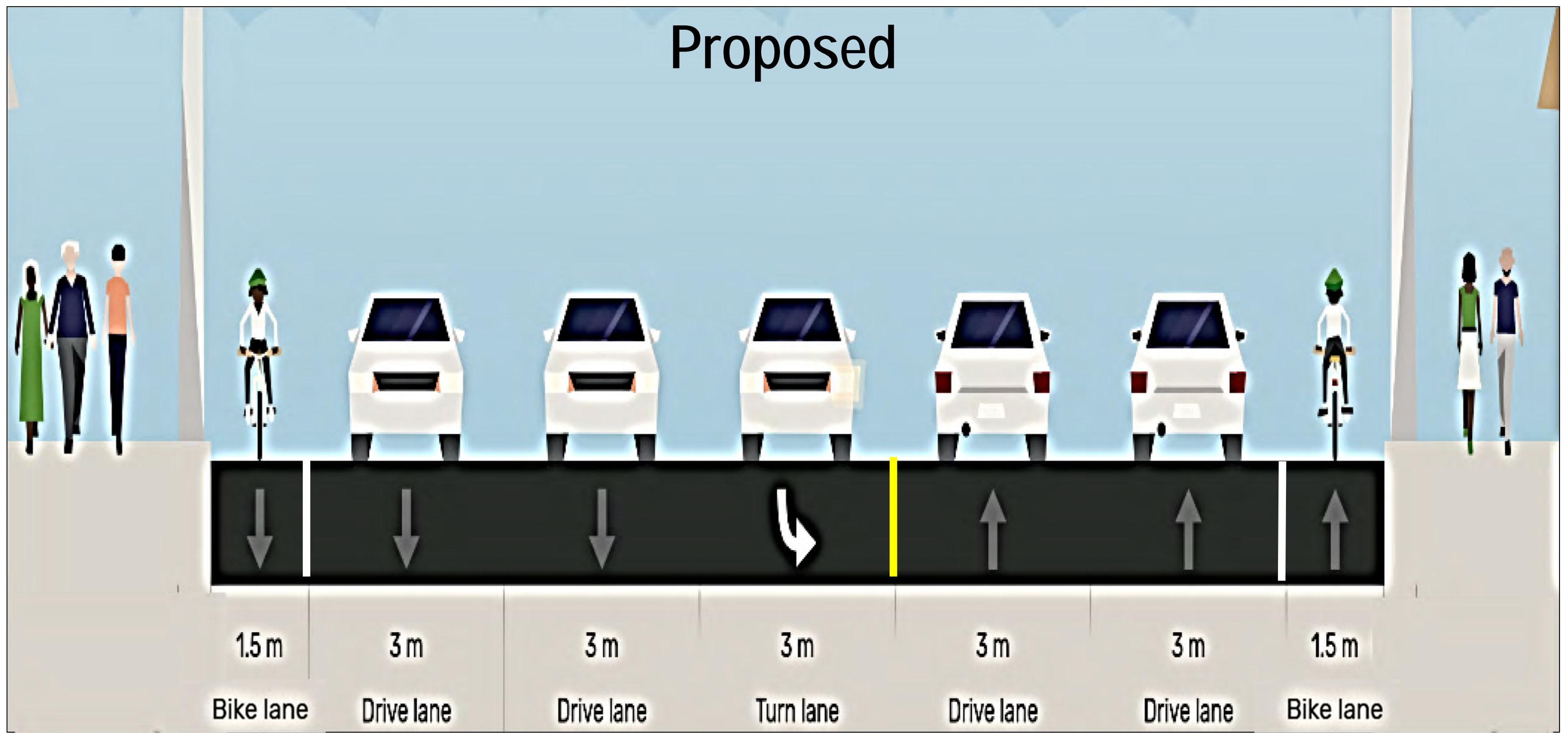
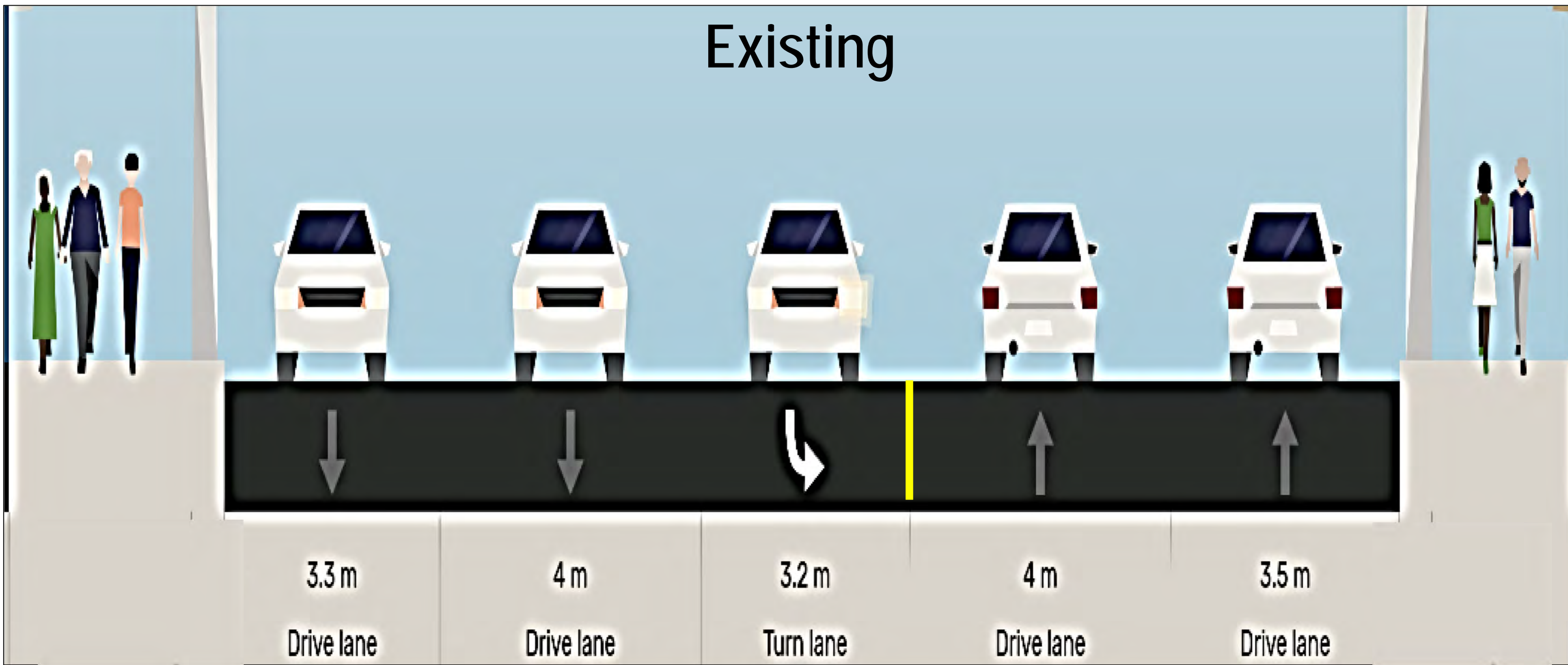
Davenport Rd - Existing & Proposed Design at Intersections



Bay St West Approach (Facing West)



Yonge St West Approach (Facing West)



Davenport Rd – Proposed On-Street Parking



- ❖ 24/7 parking to be available on one side between Dupont St and Yonge St



* 11 more spaces will be available upon completion of re-development project at 342-346 Davenport Rd

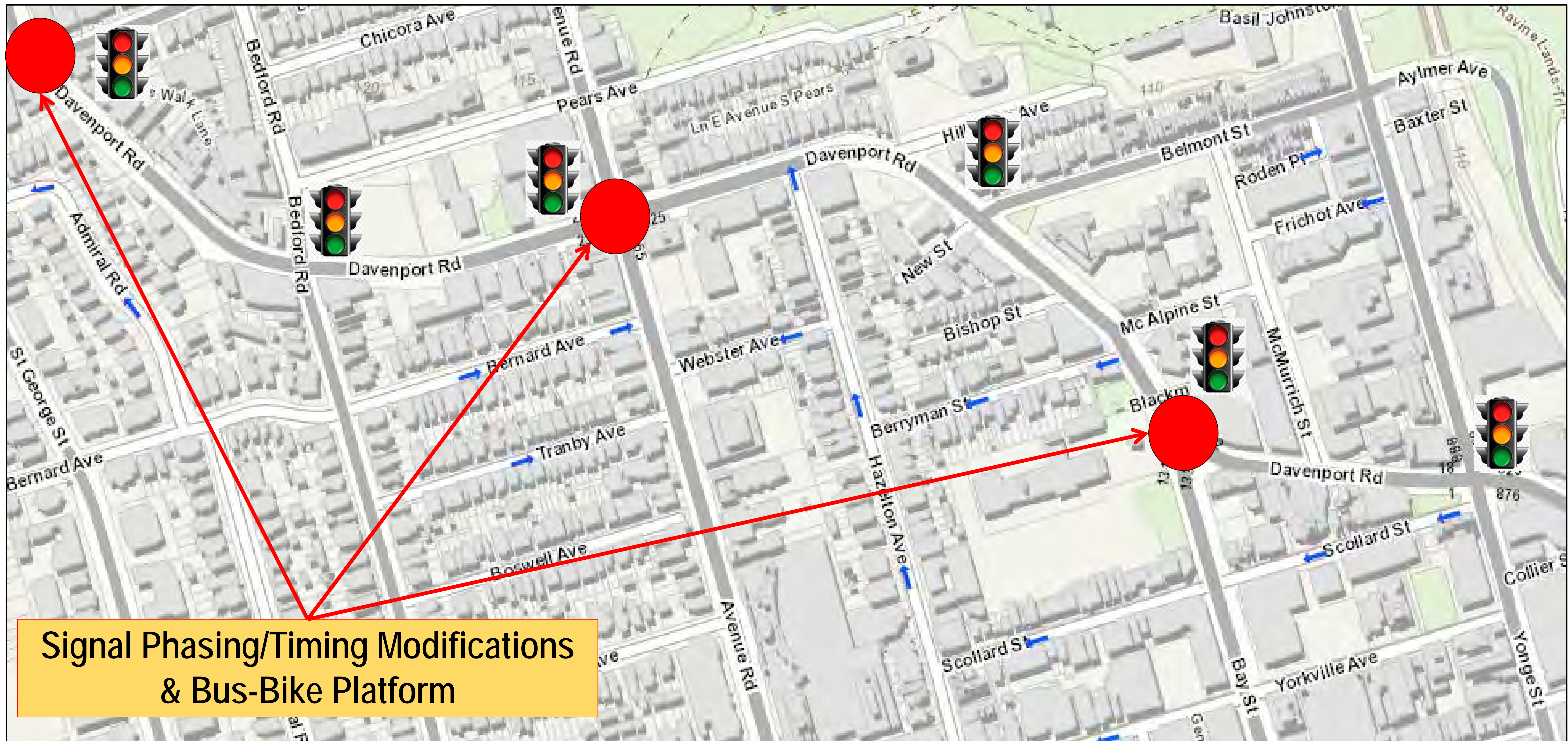
** 6 more spaces will be available upon removal of mid-block bus stop planned by TTC between Avenue Rd and Bedford Rd

*** 15 more spaces will be available upon completion of re-development project at 201-205 Davenport Rd/126-128 Hazelton Ave by spring 2021

**** Existing bike share station to be removed

Proposed Parking Supply: 96 spaces
Net Parking Supply: -16 spaces

Proposed Safety Improvements at Dupont St, Avenue Rd & Bay St Intersections



Signal Phasing/Timing Modifications & Bus-Bike Platform

- Proposed signal modification to add **Dedicated Right-Turn Phases** and **Leading Pedestrian/Bicycle Intervals**
- Proposed cycling and pedestrian safety improvements with **Bus-Bike platforms**

Davenport Rd – Summary of Proposed Changes and Impacts



Section	Proposed Changes	Impacts	Why?
Dupont St to Bay St	Upgrade existing bike lanes to protected bike lanes (or cycle tracks)	<ul style="list-style-type: none"> • Installing new pavement markings and physical separation (i.e. buffers and low curbs, where feasible) • Proposing the maintenance of 81 parking spaces and removal of 8 spaces <ul style="list-style-type: none"> • Removing south side, on-street parking between Dupont St and New St • Removing of north (or south) side parking between Belmont St/New St and Bay St • Changing signal timing and phasing at major intersections • Installing raised bus-bike platform at major intersections 	<ul style="list-style-type: none"> • Reduce conflicts between road users and collisions • Improve safety • Fulfill policies adopted by City Council, including Vision Zero and the Cycling Network Plans
Bay St to Yonge St	Install uni-directional, protected bike lanes (or cycle tracks)	<ul style="list-style-type: none"> • Installing new pavement markings and physical separation (i.e. low curbs) • Proposing the maintenance of 15 parking spaces and removal of 8 spaces <ul style="list-style-type: none"> • Removing on-street parking from north side 	

Upcoming Dates

- Public Feedback Deadline – February 18rd, 2021
- Engagement summary posted on project website – March 2021
- Report to Infrastructure and Environment Committee and City Council – March 2021
- Construction – Summer 2021



CONTACT US

For questions, comments or concerns, please contact:

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