



Oakwood Cycling Connections and Winona Drive Safety Opportunities

Public Meeting

Cycling and Pedestrian Projects Unit – Transportation Services

March 22, 2021

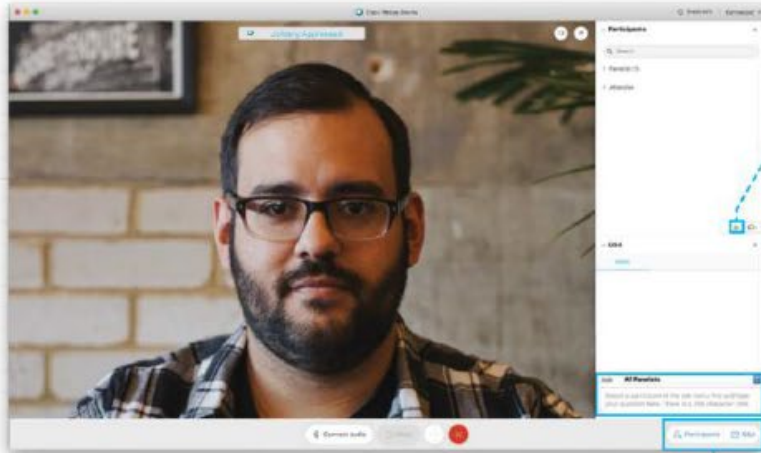
To commence this meeting we would like to first take a moment to acknowledge the land on which we are meeting. This land is the traditional territory of many nations including the **Mississaugas of the Credit**, the **Anishnabeg**, the **Chippewa**, the **Haudenosaunee** and the **Wendat peoples** and 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.

Tonight's Agenda



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

Introduction | Webex on a Computer



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.



Open the Participants and Q&A Panels

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

Ask: **All Panelists**

Select a participant in the ask menu first and type your question here. There is a 256 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).

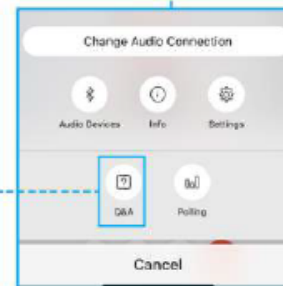
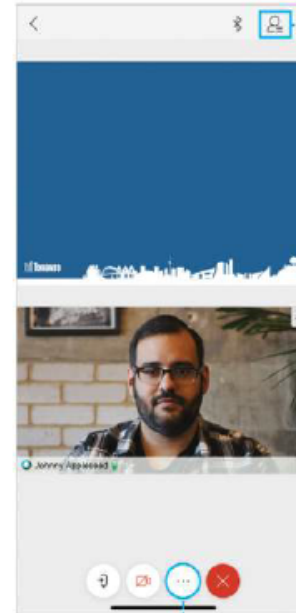
Introduction | Webex on a Smart Phone & Tablet



Ask a Question >

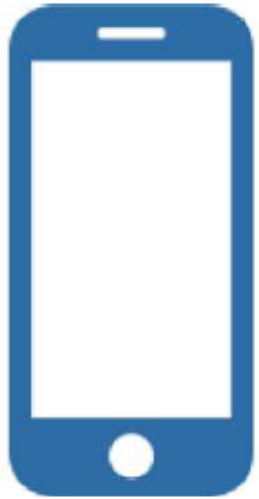
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- After your question is asked, the Facilitator will put you back on mute.
- Press the icon again to put down your hand.



- 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.

Transportation Services, Cycling & Pedestrian Projects

Becky Katz, Manager

Karina Fortin, Senior Project Manager

Daniel Samson, Engineer

Transportation Services, Traffic Operations

Shawn Dillon, Manager

Danny Budimirovic, Supervisor

Stakeholder and Public Consultation

Alyssa Cerbu

Background | Why Support Safety Improvements 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 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

Background | Toronto's Cycling Network Plan Goals



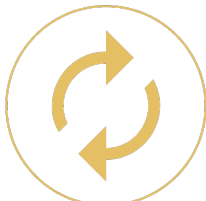
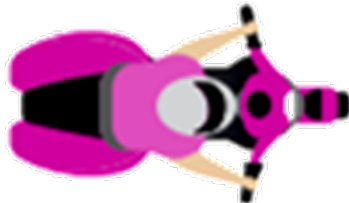
Connect

Connect gaps in the network, and people to places



Grow

Grow the cycling network into new parts of the city



Renew

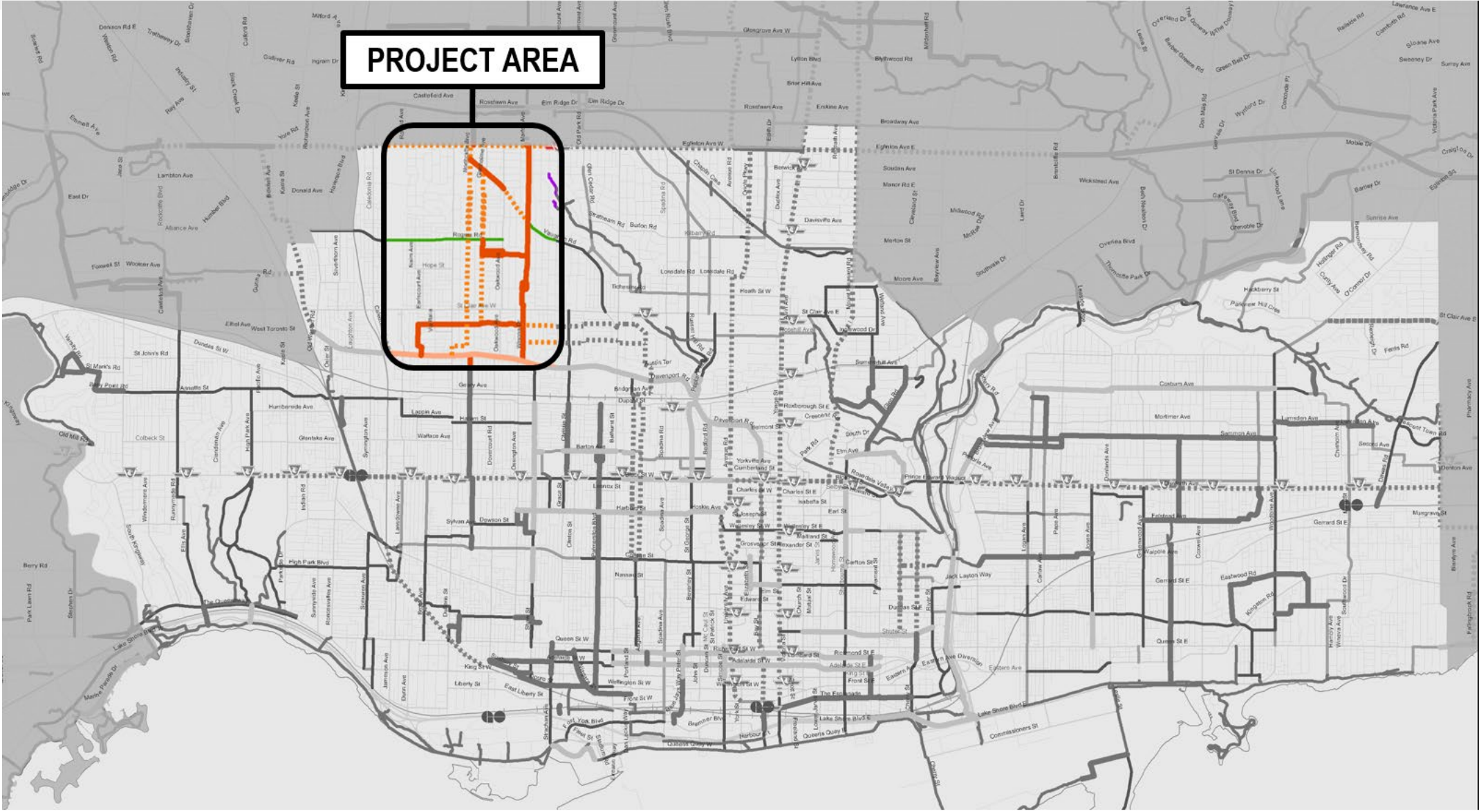
Renew the existing cycling network routes where there are opportunities to improve quality



Background | Near Term Implementation Program



2019-2021
Implementation
Program - Toronto
East York

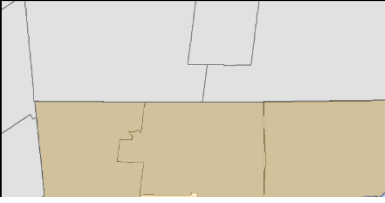


Program Type

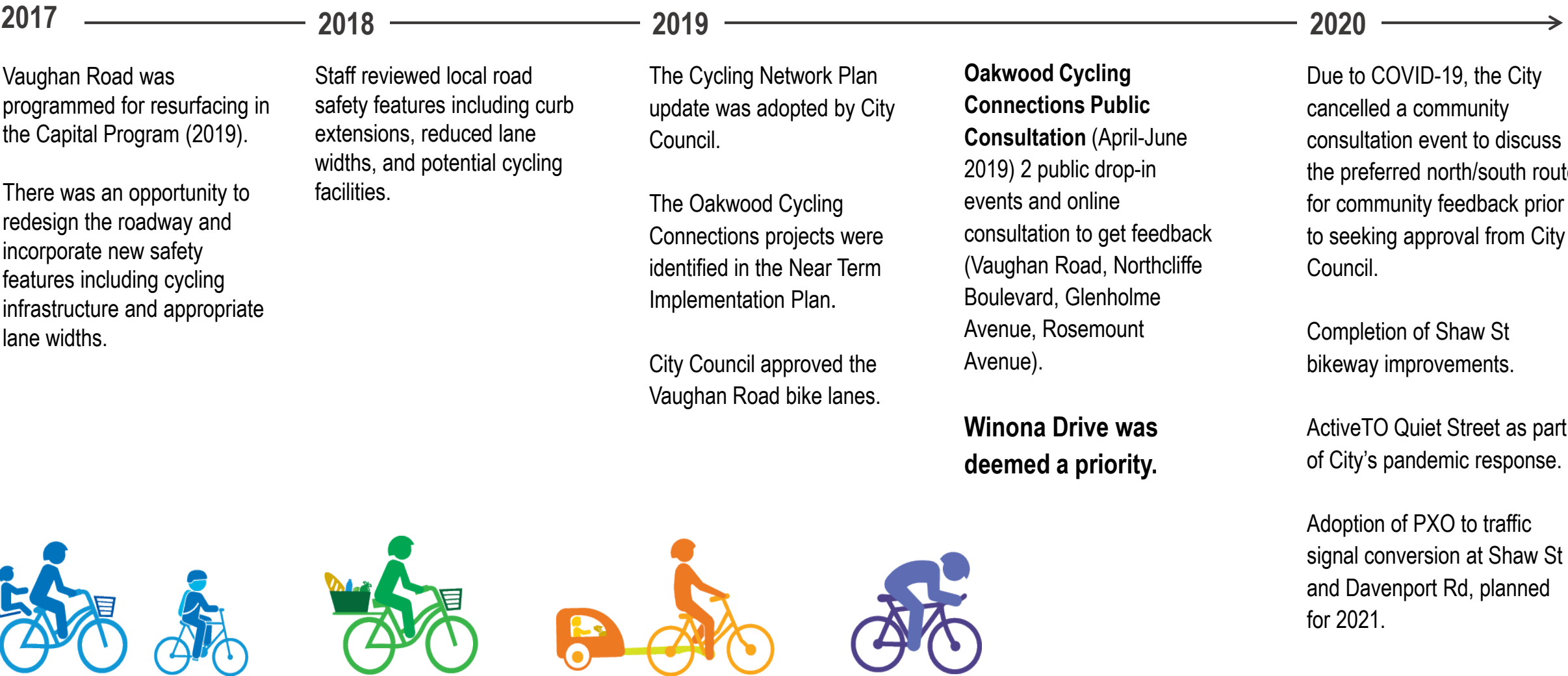
- New
- Renew
- Study

Existing Cycling Network

- Trail
- On-Street Cycling Facility
- Signed Route, Arterial
Sharrows or Edge Line
- GO
- TTC



Background | Oakwood Cycling Connections Project History



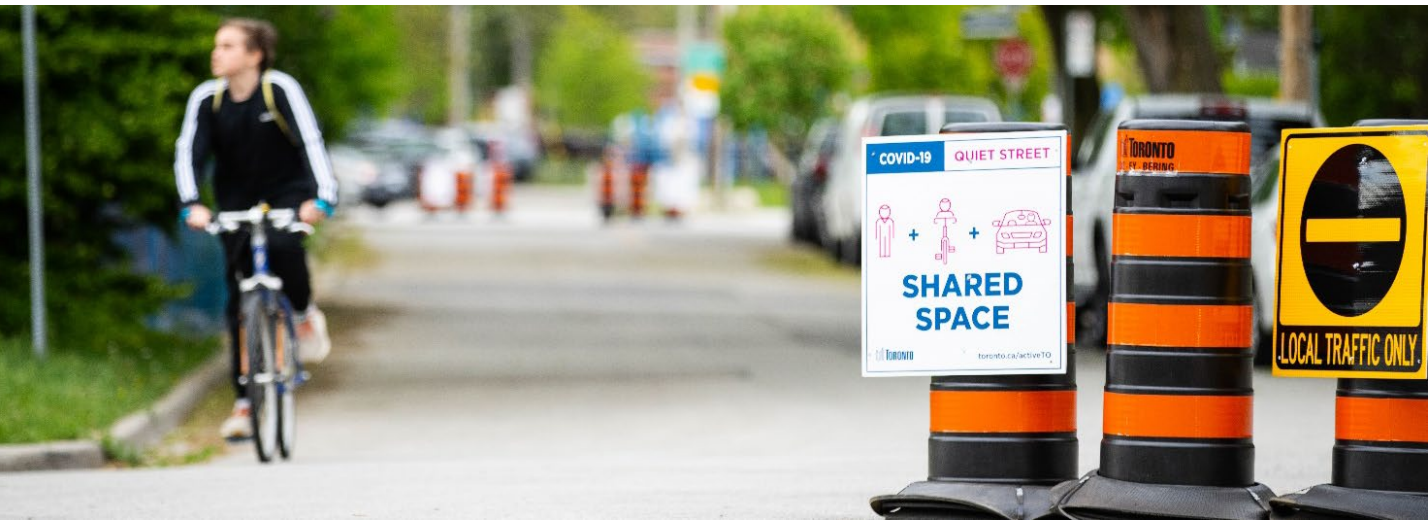
Background | ActiveTO Quiet Streets Program and Survey 2020



From May 2020- October 2020, Winona Drive was designated as a Quiet Street. The ActiveTO Quiet Streets program created Shared Space to enable people to maintain physical distancing while walking, running, using mobility devices and biking. A survey was conducted in the summer of 2020.

People were evenly split on whether the program successfully slowed vehicle speeds or reduced non-local traffic. There was also some confusion as to whether the street had become bidirectional for people cycling. **The most common feedback was concern about non-local traffic.**

The full 2020 Quiet Streets report can be found here:
www.toronto.ca/wp-content/uploads/2021/03/8ed4-TSActiveTOQuiet-Streets-Survey-Report.pdf



Winona - Winona Drive
475 Total Survey Respondents

Street Snapshot		
Survey Questions	(%) Percentage of Survey Respondents	
Understanding of Program:		
% of Respondents who understood the intent of the program	93%	
Main Mode of Travel:		
Walking/Jogging	80%	
% of Respondents with no exclusive access to outdoor space:		
	25%	
% of Respondents that do not live/work on the Quiet Street:		
	74%	
Perception of Program on:		
influencing physical distancing	56%	Agree or Strongly Agree 14th
providing safer shared street space	52%	Agree or Strongly Agree 17th
perceived reduction in speeds	5.2 of 10	
Overall Program Sentiment:	Mixed	

Background | Shaw Street Lessons Learned



Winona Drive is an extension of the Shaw Street Safety Project (www.toronto.ca/shaw)

- An **iterative approach works** for the installation of cycling infrastructure.
- The **volume of vehicles and people cycling matters** for safety and perceived safety.
- **Alternating vehicular flows** along the corridor results in reduced motor vehicle volumes, but is challenging to implement and can cause unintended impacts.
- **Contra-flow bike lanes** adjacent to parking are not ideal, but they are not inherently dangerous.
- **Timelines and monitoring plans** are essential for a successful initial implementation and any required post-installation modifications.



Winona Drive | Project Goals



- **Build** on the feedback and experience of **the 2020 Quiet Streets Program and Shaw Street project** improve conditions for people walking and cycling, and lower vehicular speed to improve conditions for people walking and cycling, and lower vehicular speed.
- Allow people cycling to travel two-way along the Winona Drive corridor so they can easily **connect between popular cycling routes** including Davenport Road, Vaughan Road, Shaw Street and the future Marlee Avenue and Eglinton Avenue West.
- **Maintain** local access for people driving and **minimize impact** to on-street parking.
- **Fulfill City of Toronto adopted plans and policies** including Vision Zero, the Cycling Network Plan, and Transform TO.



Existing Conditions



Land Uses:

Mainly low/mid-rise residential, schools

Road Characteristics:

Local Road from Eglinton Ave W to St. Clair Ave W

Collector from St. Clair Ave W to Davenport Rd

1 to 2 lanes with variable one-way and two-ways

Transit:

Intersects Davenport (bus 127), St. Clair (streetcar 512), Vaughan (bus 90A), Eglinton (bus 32 and future Crosstown)

Safety:

Serious collisions in last decade:

- 1 pedestrian fatality, 1 pedestrian and 1 motorist seriously injured at Eglinton Ave W and Marlee Ave/Winona Dr
- 1 pedestrian and 1 cyclist seriously injured at St. Clair Ave W and Winona Dr
- 1 cyclist seriously injured at Shaw St and Davenport Rd



Existing Conditions | Selecting a Bikeway Type for Winona Drive



The City of Toronto’s draft design guidelines set 75 cars in the peak hour as the max for a shared lane.

Based on the speed and volume of traffic the preferred bikeway type for Winona Drive is Neighbourhood Greenway.

The peak volumes on Winona Drive exceed Neighbourhood Greenway thresholds, so some traffic diversion and additional traffic calming measures are recommended.

	Winona Drive Existing	Neighbourhood Greenway Thresholds
Average Peak Hour Motor Vehicle Counts	150-250 vehicles/peak hour	75 vehicles/peak hour (per direction)
Average 8 hour cycling counts	40-200 cyclists	Currently cyclists are about 4-10% of the total traffic. Neighbourhood greenways should strive for a higher percentage of total volume
Average 8 hour vehicle volumes	900-2,000 vehicles	Less than 750 vehicles/8 hour

Neighbourhood Greenway | Proposed Design Features



TRAFFIC CALMING

Traffic calming is a term associated with physical features like discourage through traffic, lower speed and improve comfort levels for all road users. Traffic calming **can include one-way street flips, curb extensions, speed humps and other elements.**



CONTRA-FLOW BIKE LANES

Contra-flow bicycle lanes are bicycle lanes designed to **allow people cycling to ride in the opposite direction of motor vehicle traffic.** They convert a one-way traffic street into a two-way street: one direction for motor vehicles and bikes, and the other for bikes only.



Illustration: NACTO Urban Bikeway Design Guide



Neighbourhood Greenway | Proposed Design Features



SHARED LANES

On low volume, residential streets shared lanes for people cycling and driving can be effective and can include **signs, wayfinding pavement markings and other traffic calming** to create comfortable cycling routes.

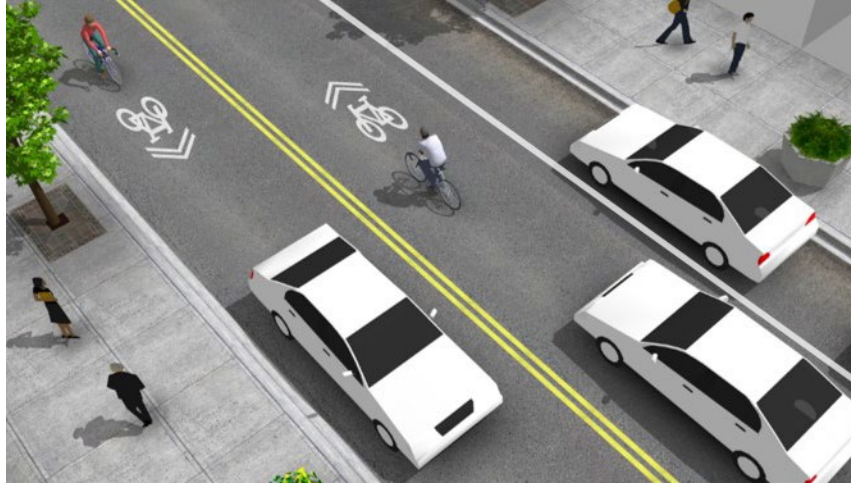


Illustration: NACTO Urban Bikeway Design Guide



BIKE LANES

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.



Illustration: NACTO Urban Bikeway Design Guide



Winona Drive | 3 Options For Discussion



Option 1

Keep Flow As Is

Today, there are no dedicated bikeways on Winona Drive and there are higher traffic volumes than cycling volumes.

Installing contra-flow bike lanes without traffic diversion can provide opportunities for future improvements.

Option 2

Street Flips

There are opportunities along Winona Drive to **flip** a southbound or northbound **one-way street segment to the opposite direction**.

Flipping some streets north of Vaughan Road would enable school drop offs to be moved off of Vaughan Road, **improving school zone safety**.

Option 3

Two-way to one-way conversion

There are sections of Winona Drive, where there is **two-way motor vehicle travel**, which could be **converted to one-way travel**

Today, the traffic volume thresholds are higher than Transportation Service's neighbourhood greenway thresholds. **As part of this project, diversion options could be installed to reduce the volumes closer to the thresholds.**

Proposed Intersection Safety Upgrades*

*All proposed crossings are pending feasibility and traffic impact evaluations.



- Painted Curb Extensions

- Signal Modification

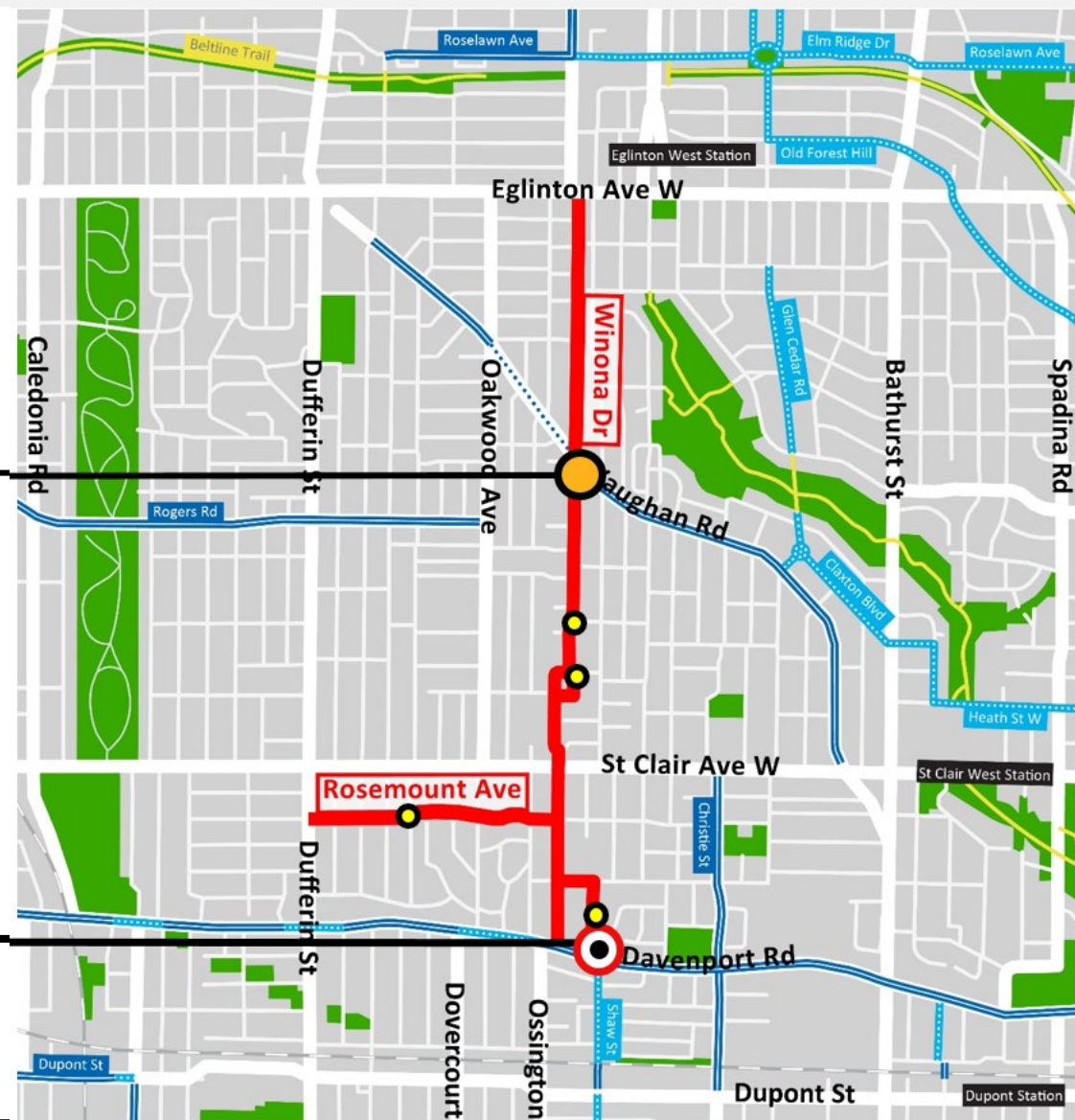
Winona Dr/Vaughan Rd:

Existing Traffic Signal
Add bike signal heads

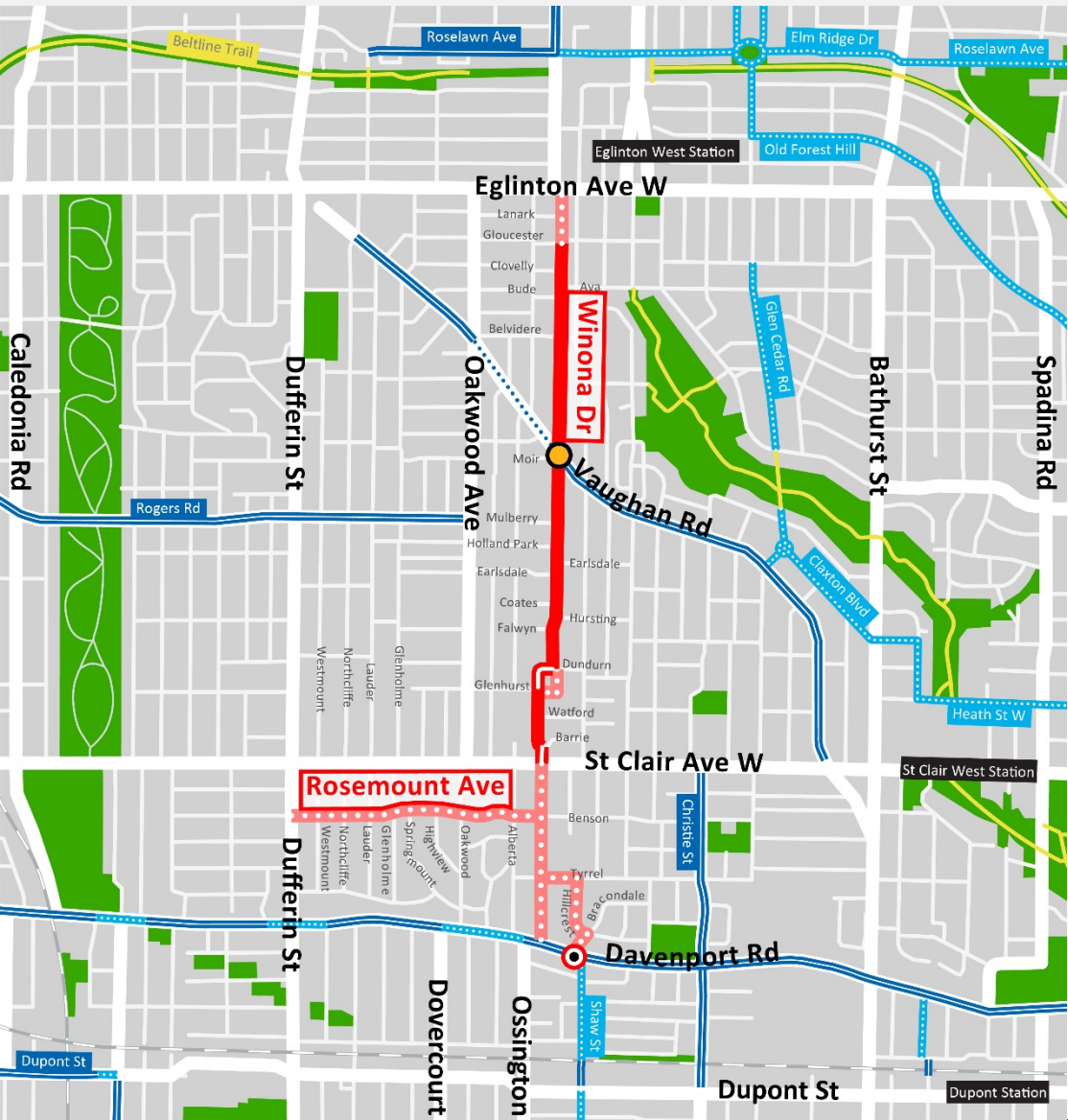
- New Traffic Signal

Davenport Rd/Shaw St:

Existing PXO
Convert to Traffic Signal
Add bi-directional bikeway on north side of Davenport Rd

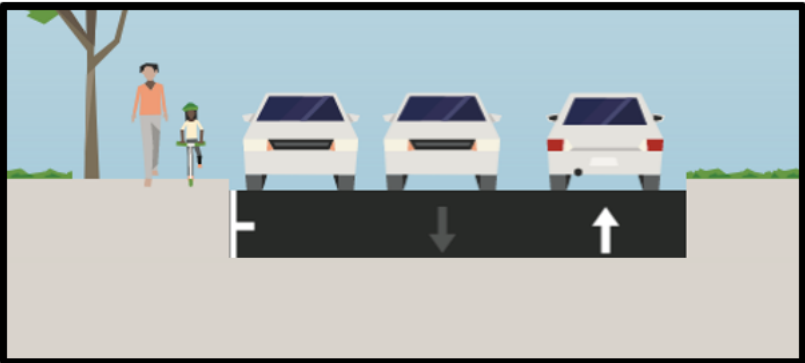


Option 1 | No Change to Vehicular Flow + Contra-Flow Bike Lanes



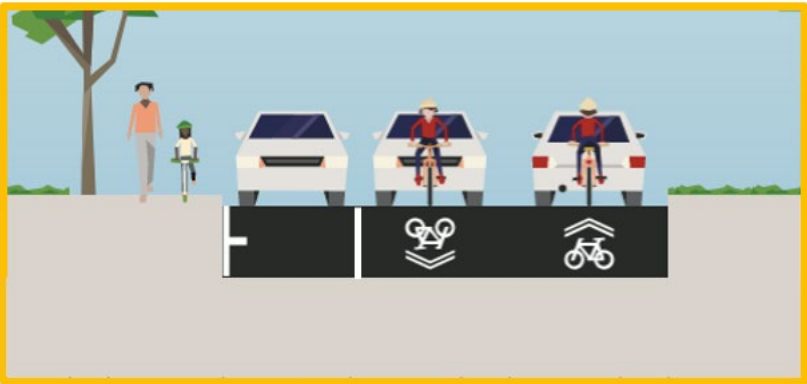
- LEGEND:
- Proposed Contra-Flow Bike Lane
 - Proposed On-Street Shared Lane
 - Proposed Bike Lane
 - Existing Bike Lane
 - Existing On-Street Shared Lane
 - Existing Multi-Use Trail
 - Proposed Bike Lane for Future Construction
 - Signal Modification
 - New Traffic Light

Option 1 | Eglinton Ave W to Gloucester Gr



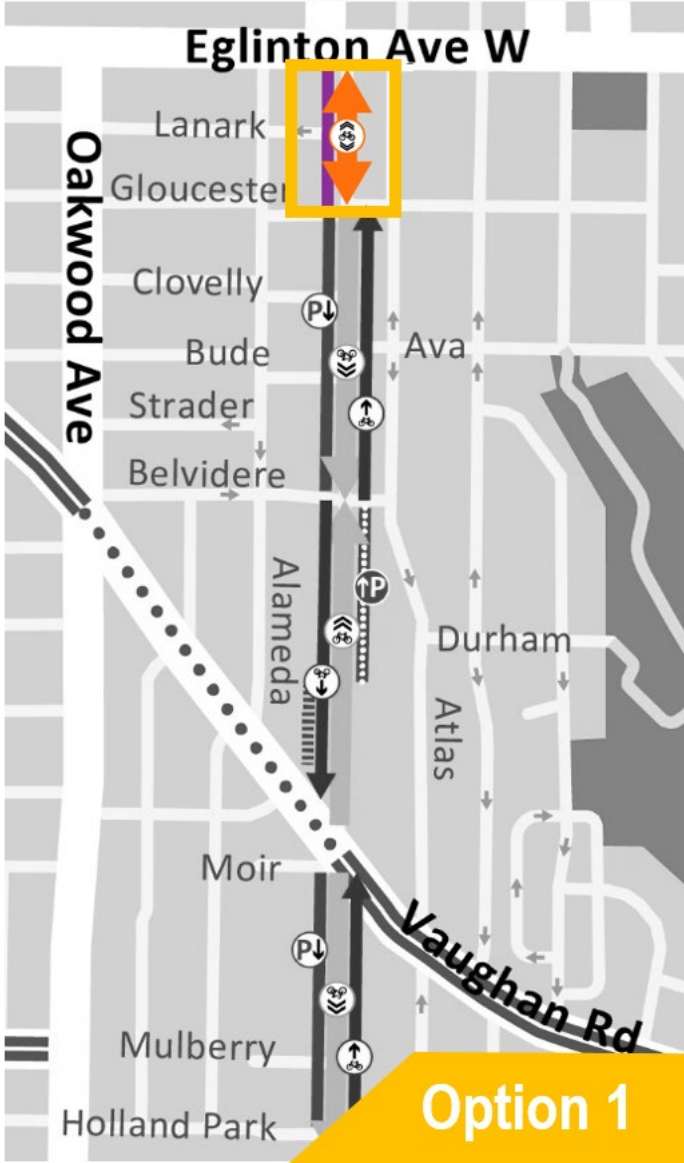
Existing

7.1m, two-way, 1 vehicular lane each direction
Permit parking on west side

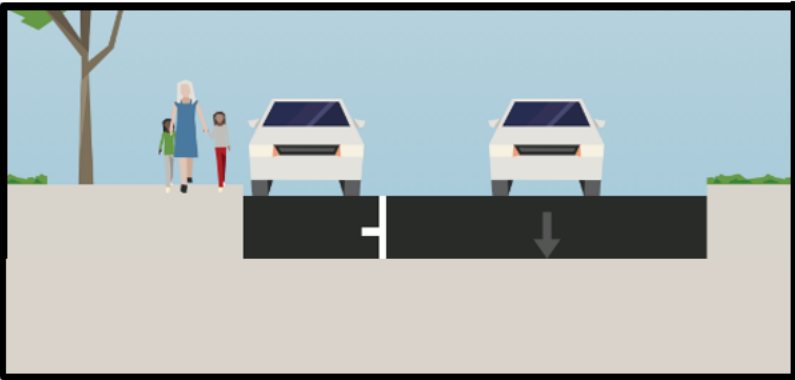


Proposed

Add wayfinding markings in both directions
Motor vehicle traffic impacts = None
Parking impacts = None

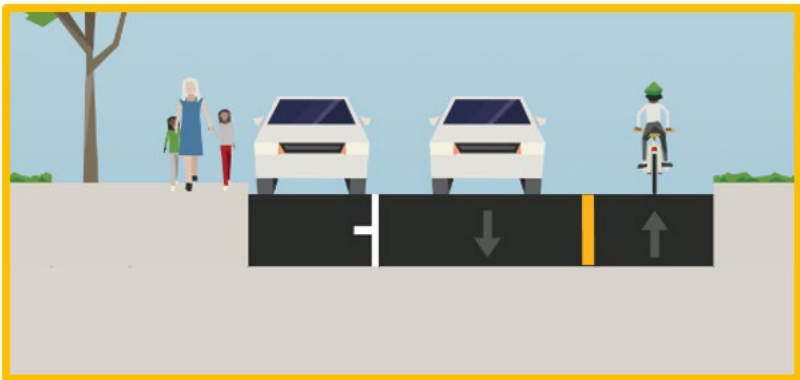


Option 1 | Gloucester Gr to Belvidere Ave



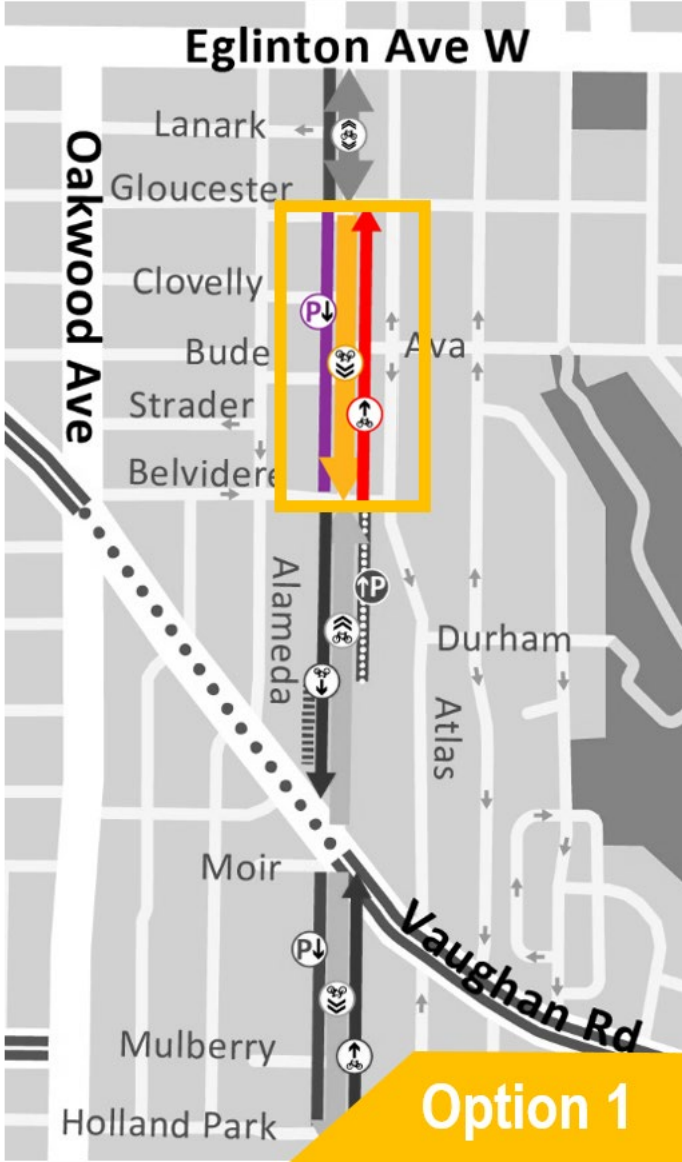
Existing

7.1m, 1 southbound vehicular lane
Permit parking on west side

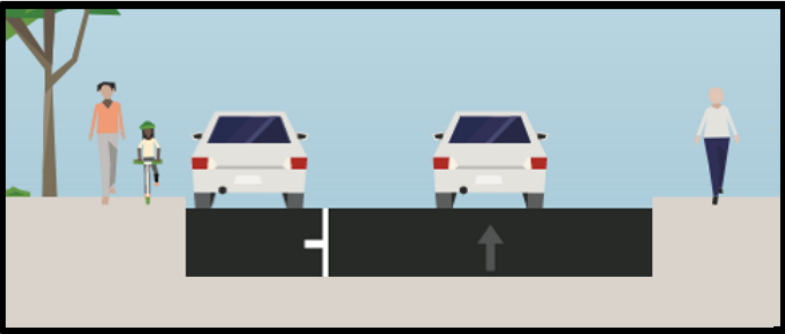


Proposed

Add wayfinding markings southbound
Add Northbound contra-flow bike lane on east side
Motor vehicle traffic impacts = None
Parking impacts = None



Option 1 | Belvidere Ave to Vaughan Rd



Existing

7.2m, 1 vehicular northbound one-way lane
Permit parking / pickup drop off on west side

Proposed

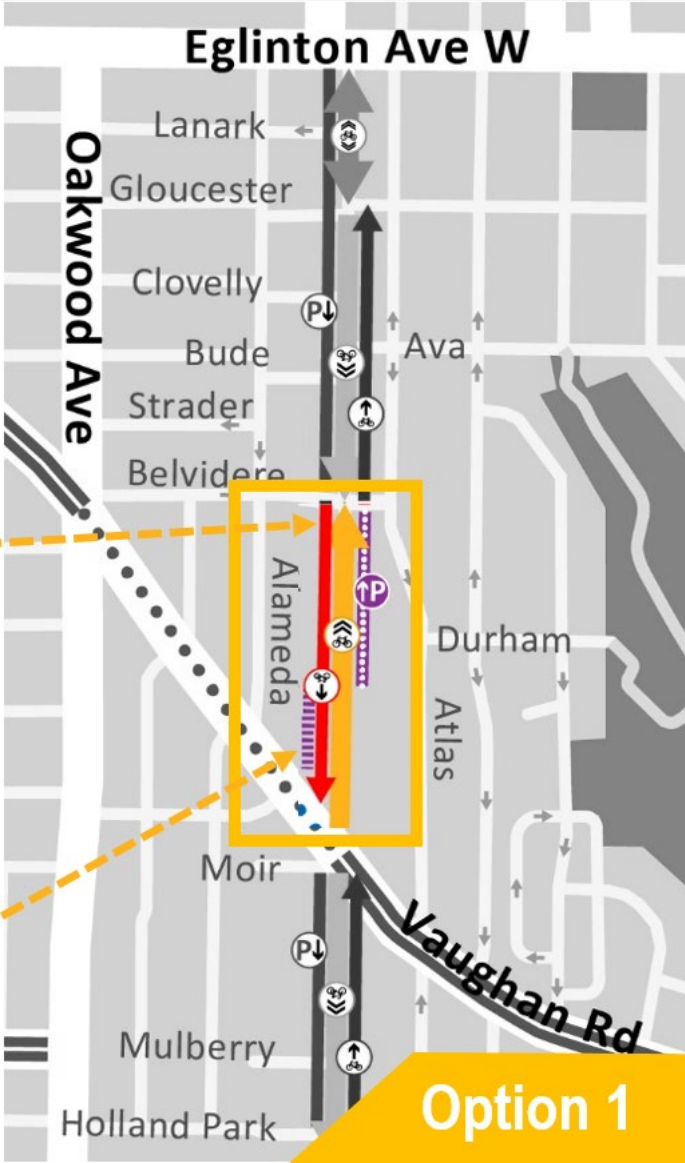
North of the school:

Add wayfinding markings northbound
Add contra-flow bike lane (west side, southbound)
Motor vehicle traffic impacts = None

Parking impacts = switch to east side. All permit parking spaces accommodated.

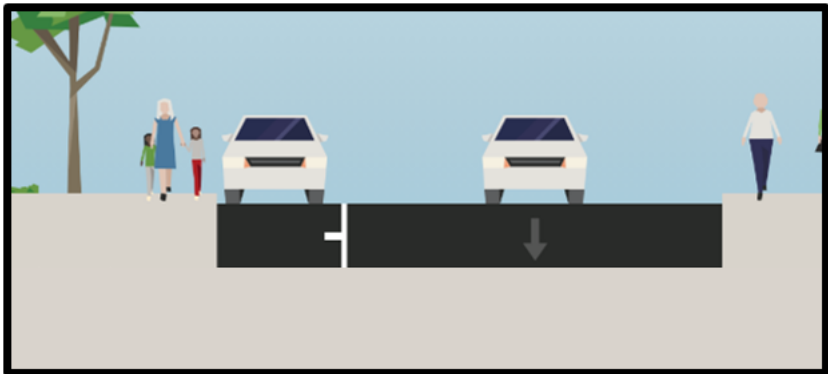
Adjacent to the school:

Pickup / drop off remains on west side
Contra-flow bike lane (centre, southbound)



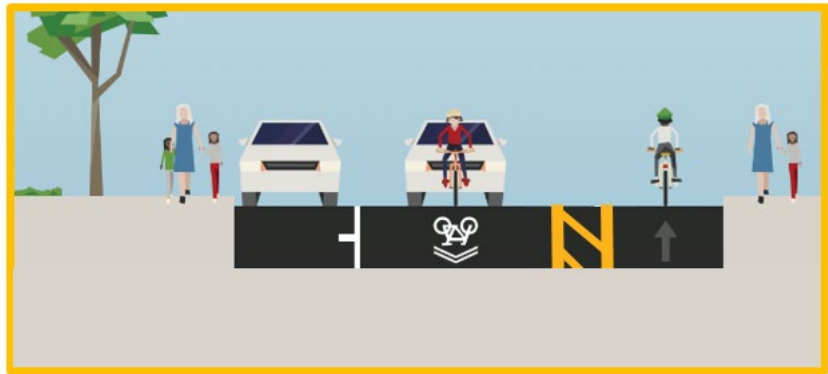
Option 1

Option 1 | Vaughan Rd to Holland Park Ave



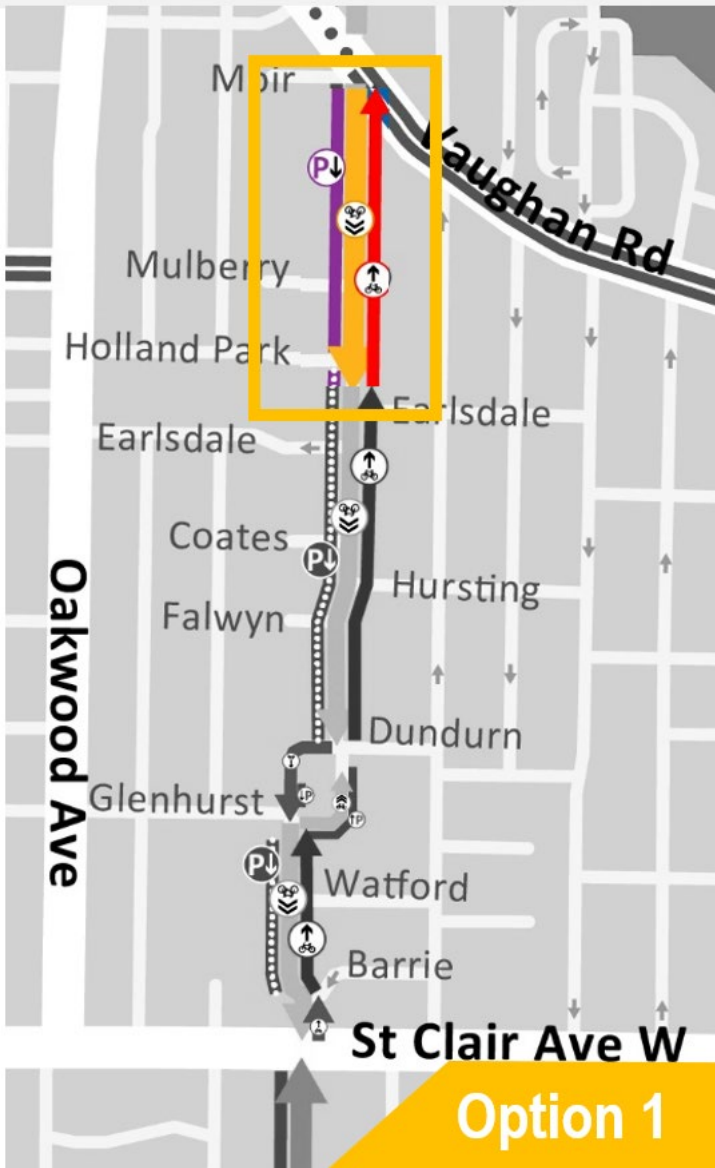
Existing

8.5m, 1 vehicular southbound one-way lane
Permit parking on west side

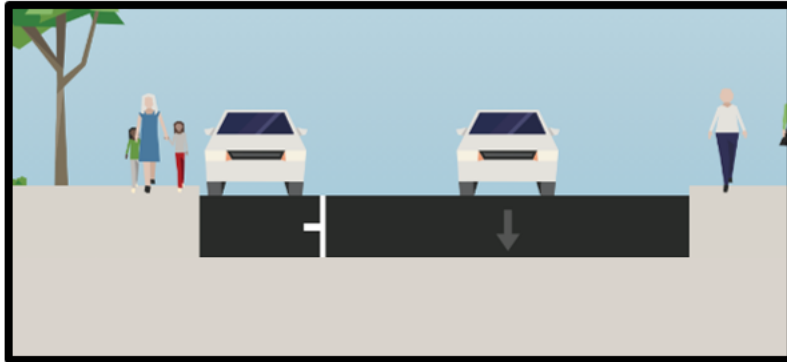


Proposed

Add wayfinding markings south bound
Add contra-flow bike lane (east side, northbound)
Motor vehicle traffic impacts = None
Parking impacts = None



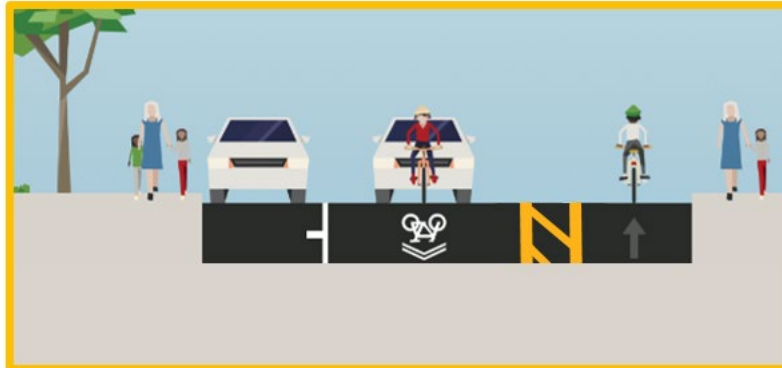
Option 1 | Holland Park Ave to Dundurn Cres



Existing

8.5m, 1 southbound vehicular lane

Permit parking alternates sides



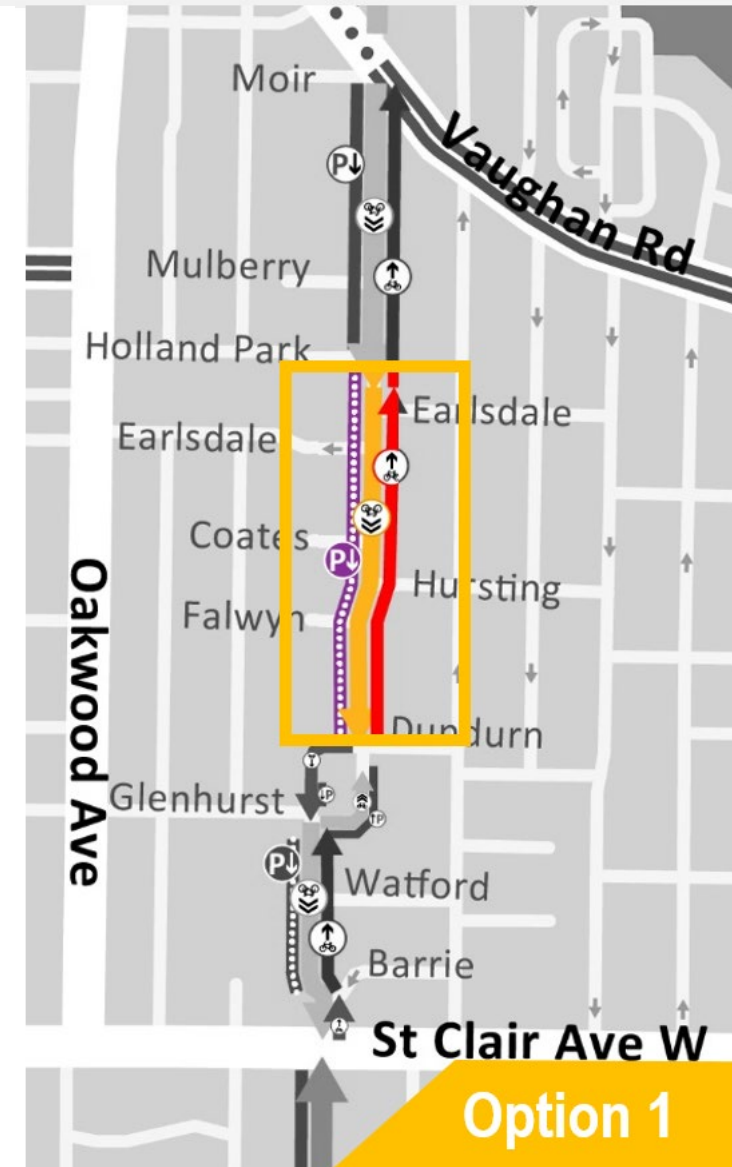
Proposed

Add wayfinding markings southbound

Add northbound contra-flow bike lane on east side

Motor vehicle traffic impacts = None

Parking impacts = Permanent parking moves to west side (33 spaces, 22 permits). All permit parking spaces accommodated.

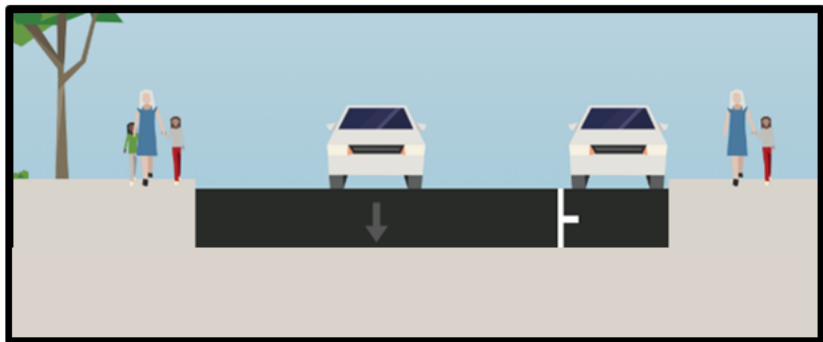


Option 1



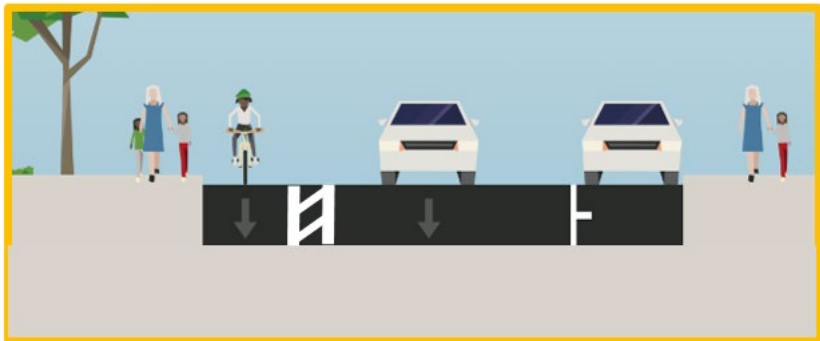
Looking South at Hursting

Option 1 | Winona Dr to Dundurn Cres (southbound)



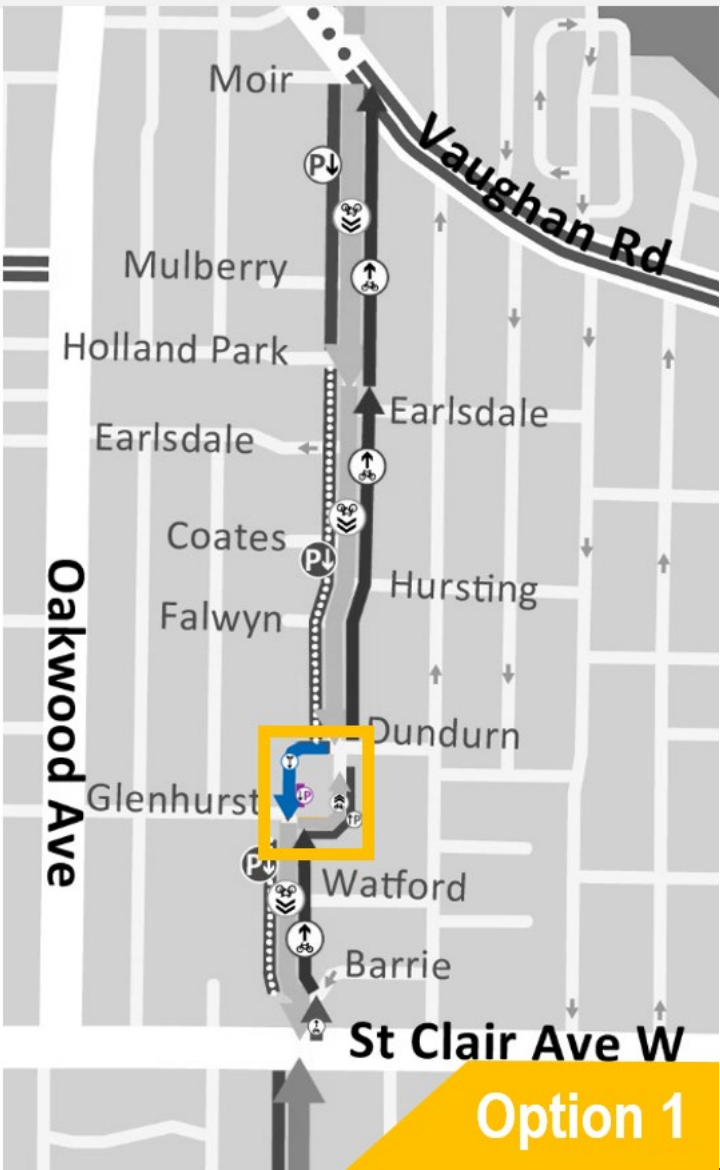
Existing

8.5m, 1 vehicular southbound one-way lane
Permit parking on east side

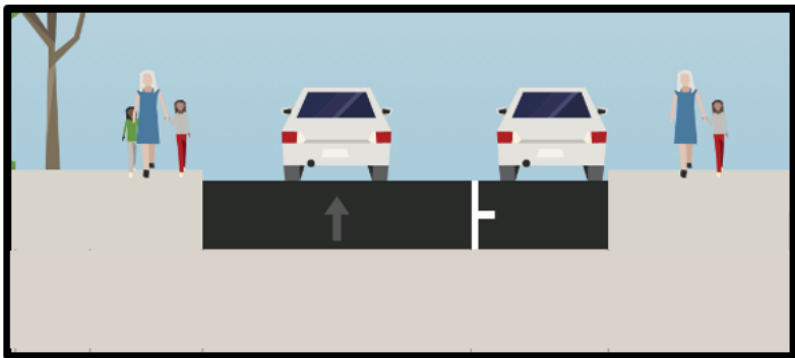


Proposed

Add bike lane (west side, southbound)
Motor vehicle traffic impacts = None
Parking impacts = None



Option 1 | Glenhurst Ave to Dundurn Cres (northbound)



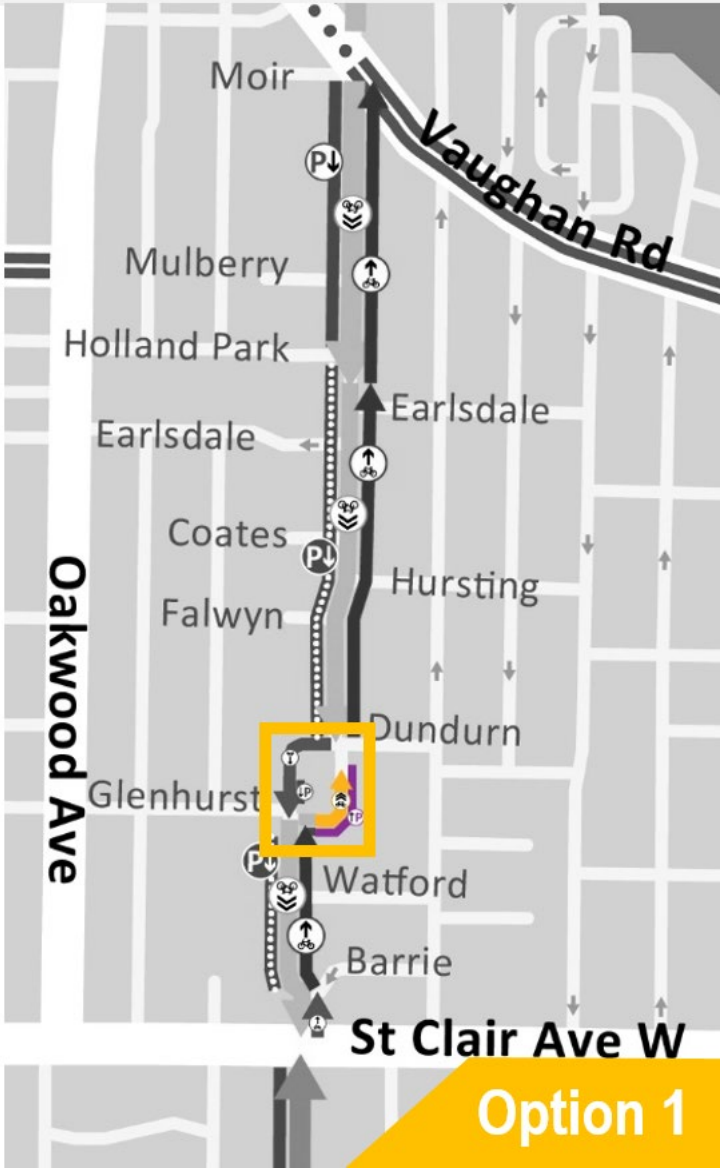
Existing

7.5m, 1 vehicular northbound one-way lane
Permit parking on east side

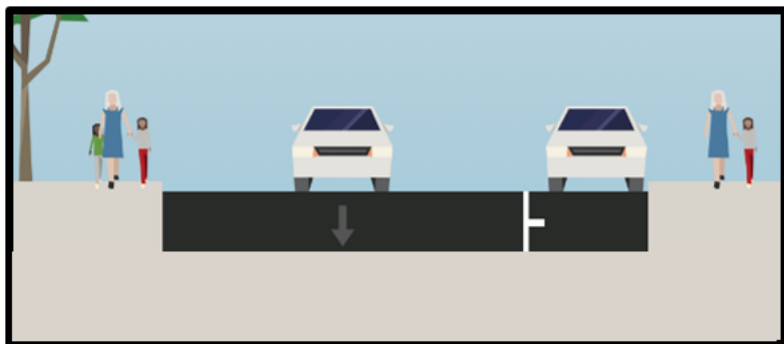


Proposed

Add wayfinding markings northbound
Add traffic calming and signage at Dundurn Cres (North) and Winona
Motor vehicle traffic impacts = None
Parking impacts = None

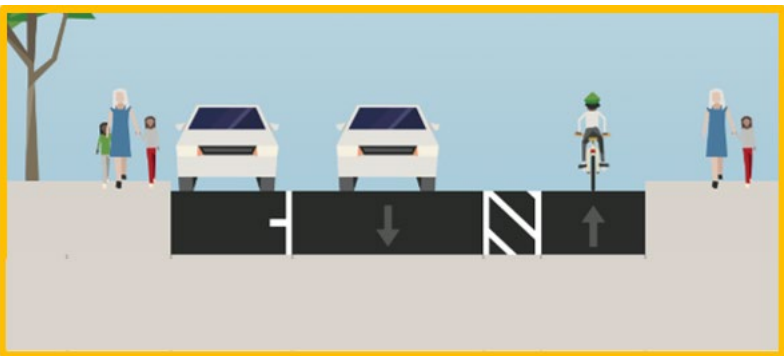


Option 1 | Glenhurst Ave to Barrie Ave



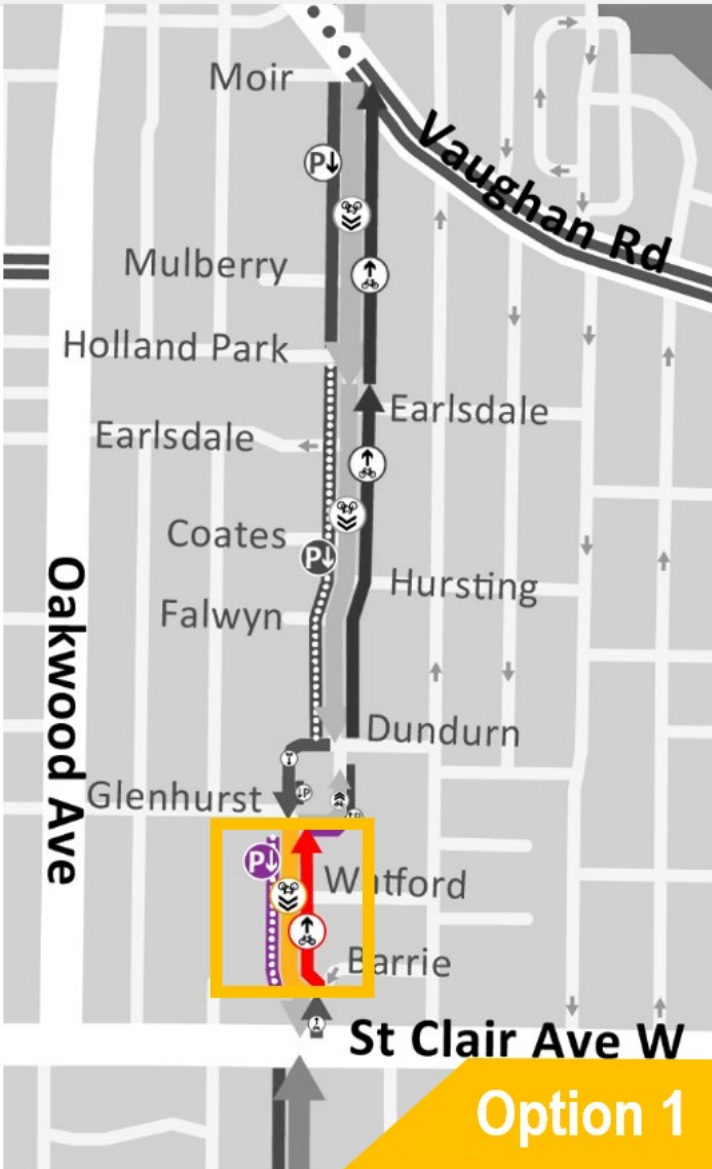
Existing

8.5m, 1 vehicular northbound one-way lane
Permit parking on east side

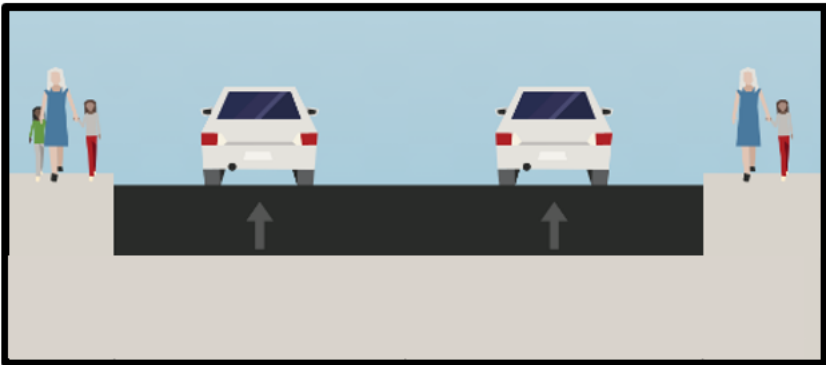


Proposed

Add wayfinding markings northbound
Motor vehicle traffic impacts = None
Parking impacts = Permit parking moves to west side (16 spaces, 16 permits). All permit parking spaces accommodated.

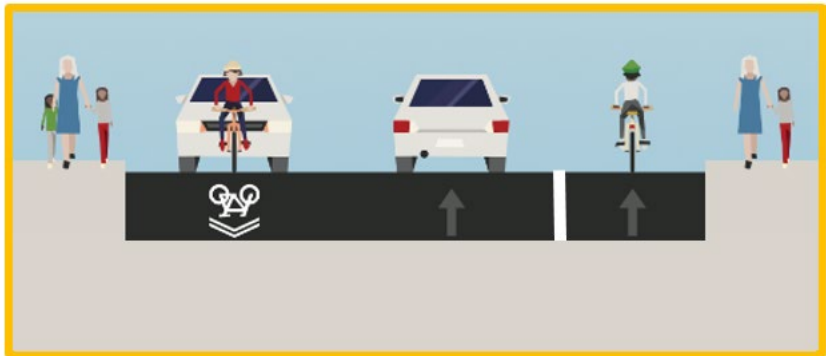


Option 1 | Barrie Ave to St.Clair Ave W



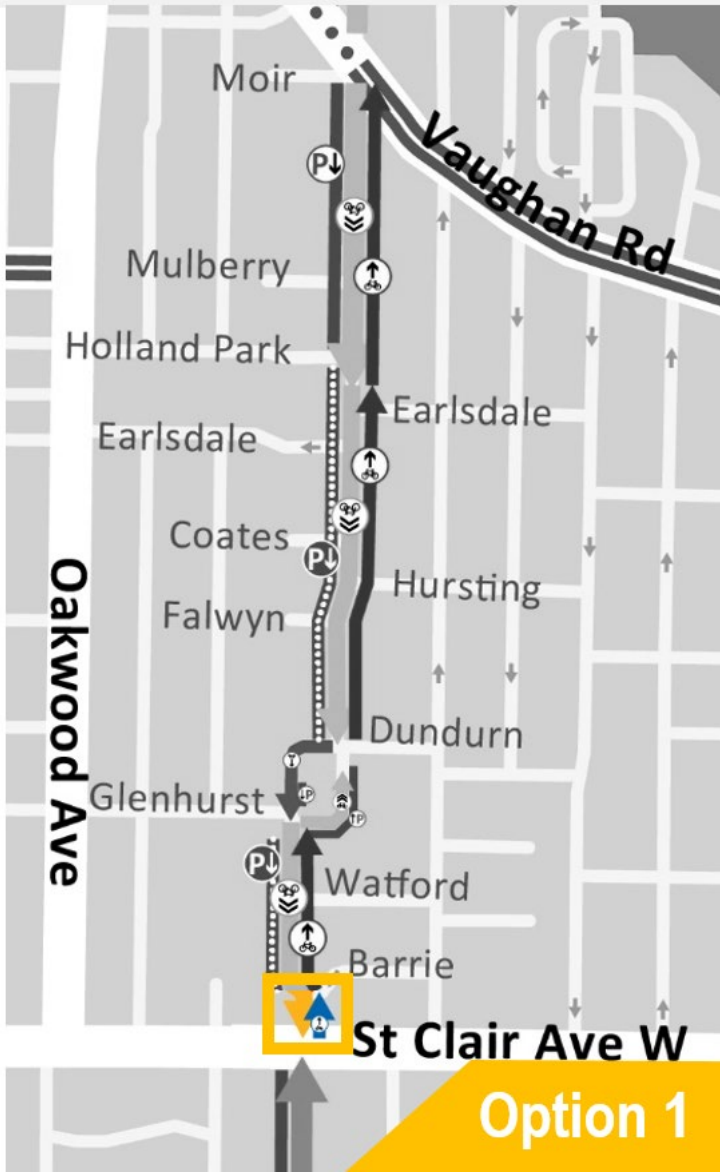
Existing

8.9m, two-way, one-way each direction
No parking

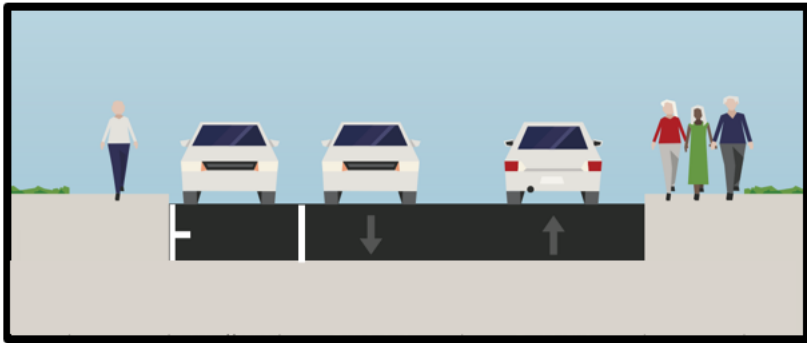


Proposed

Add northbound bike lane
Add wayfinding markings southbound
Motor vehicle traffic impacts = None
Parking impacts = None

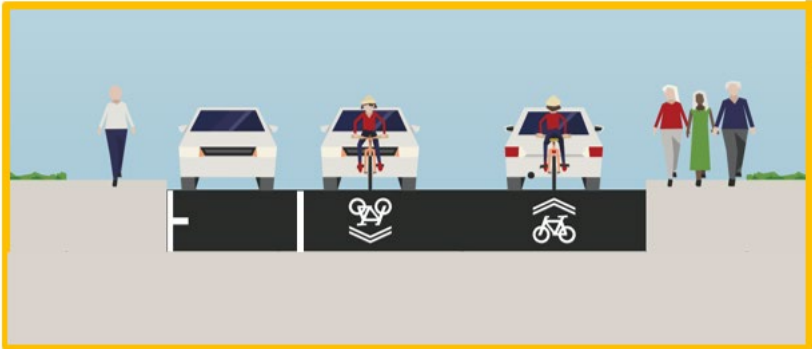


Option 1 | St. Clair Ave W to Davenport Rd



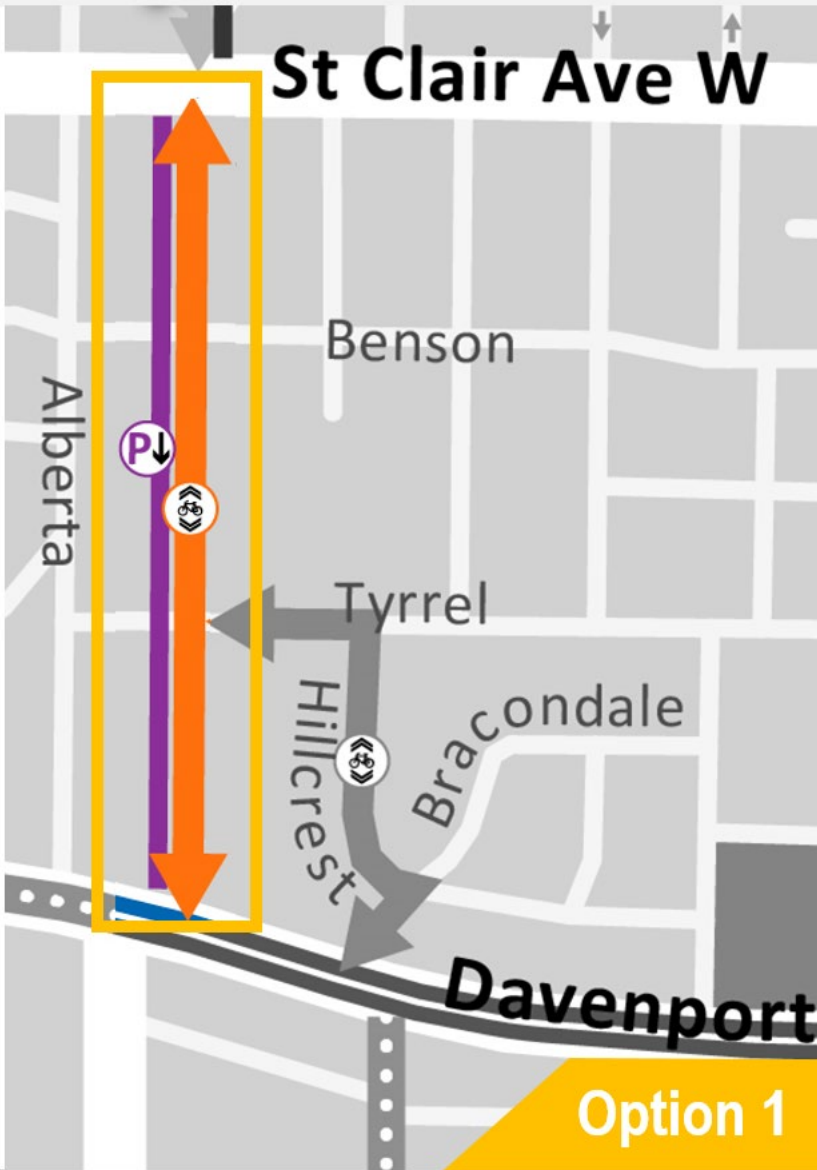
Existing

8.6m, two-way, one lane each direction
Permit parking west side
School loading activities on east side
from Tyrrel Ave to Benson Ave

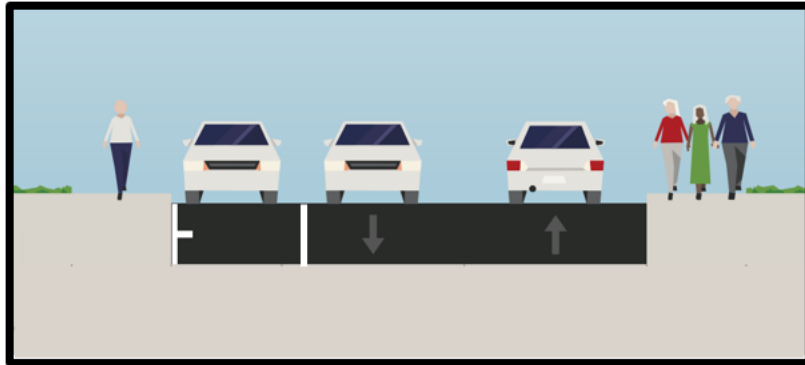


Proposed

Add wayfinding markings north & southbound
Motor vehicle traffic impacts = None
Parking impacts = None

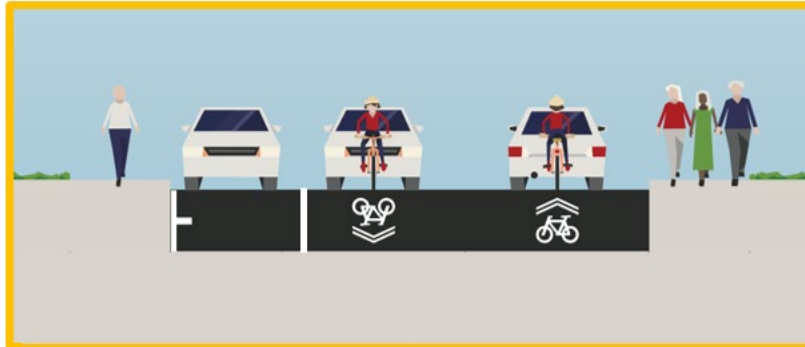


Option 1 | Tyrrel Ave, Hillcrest Dr and Bracondale Hill Rd



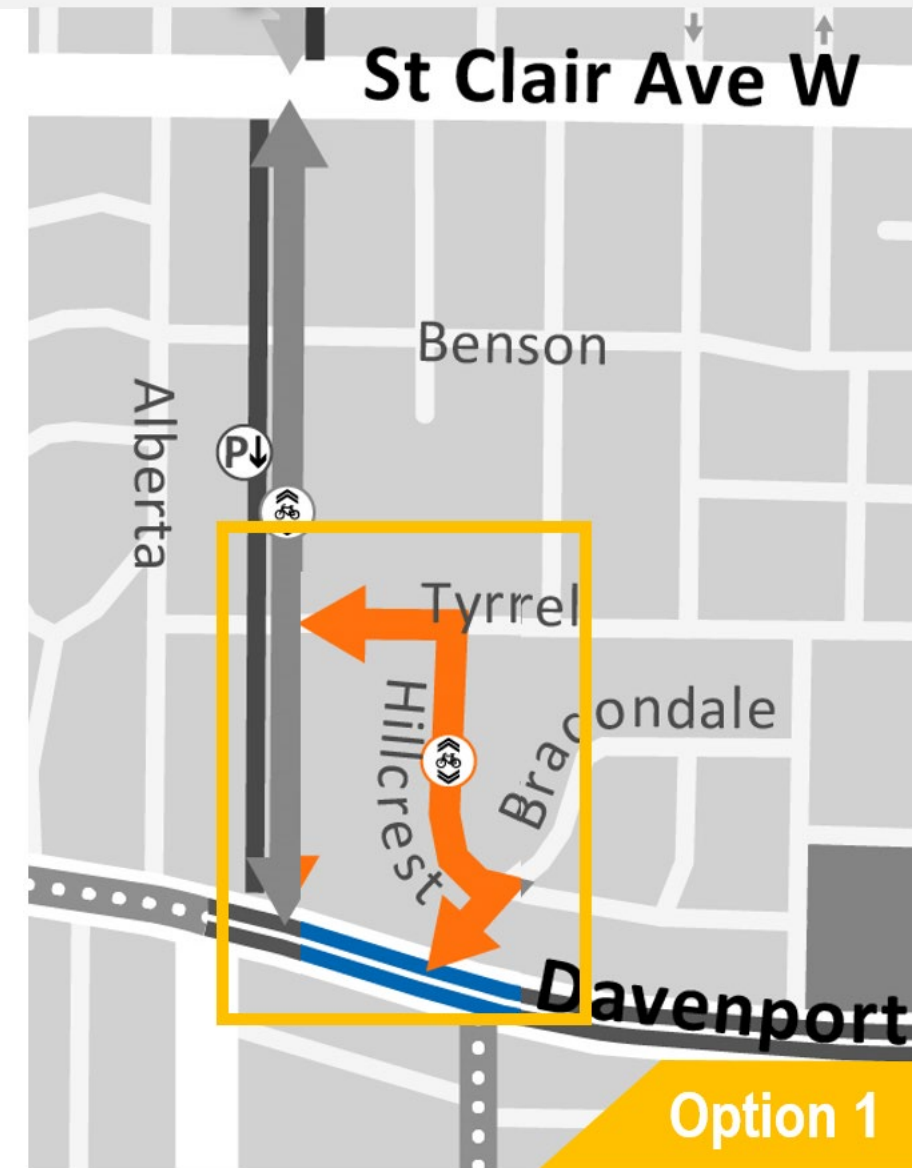
Existing

Two-way, one lane each direction.
School loading activities and permit parking on Tyrrel Ave.
Permit parking on Hillcrest Dr.
No parking on Bracondale Hill Rd.



Proposed

Add wayfinding markings.
Add bi-directional bikeway on north side to connect to new traffic light.
Motor vehicle traffic impacts = None
Parking Impacts = None



Option 1

Consultation with Schools



529 Vaughan Road TDSB Building



101 & 115 Winona Drive

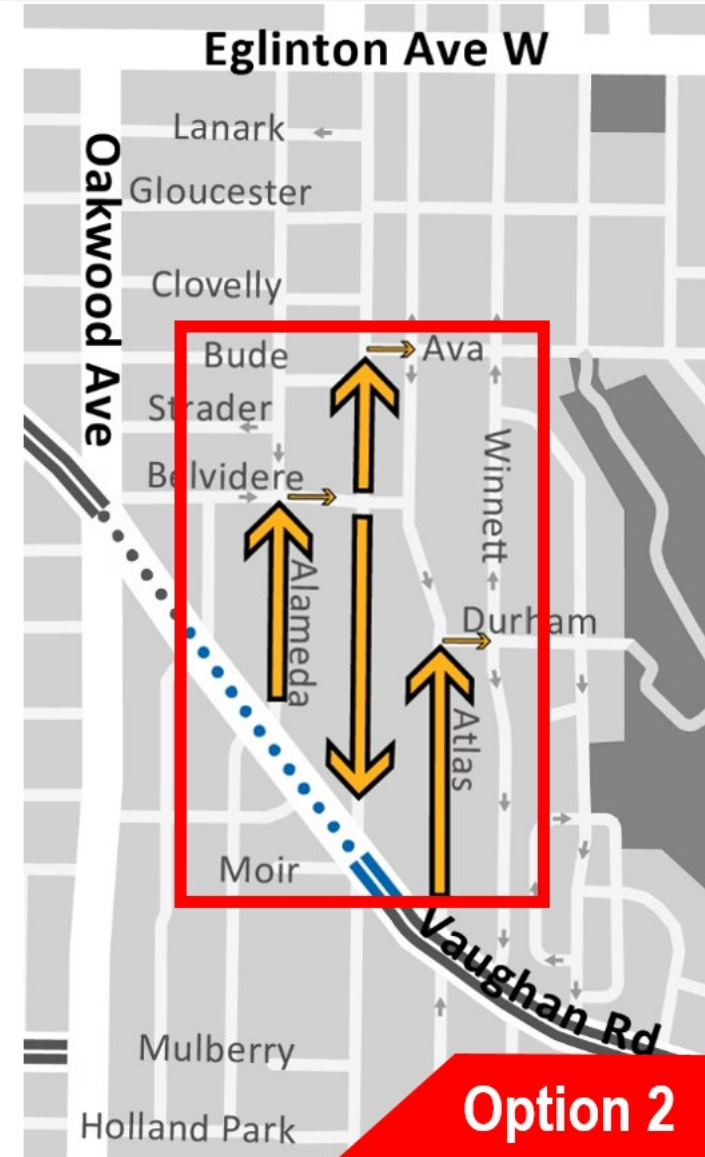


Option 2 | Alameda Ave, Winona Dr and Atlas Ave Direction Flips



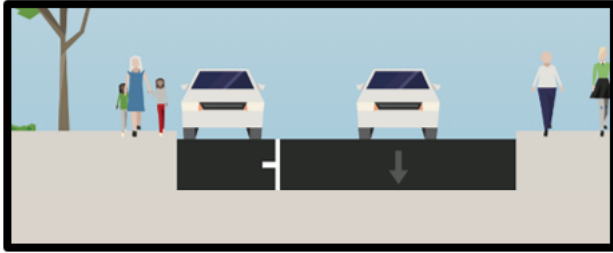
Option 2 would convert:

- **Winona Drive** between Belvidere Avenue and Ava Road into one-way northbound;
- **Winona Drive** between Vaughan Road and Belvidere Avenue into one-way southbound;
- **Alameda Avenue** between Vaughan Road and Belvidere Avenue into one-way northbound;
- **Atlas Avenue** between Vaughan Road and Durham Avenue into one-way northbound;
- **Belvidere Avenue** between Alameda Avenue to Winona Drive into one-way eastbound;
- **Ava Avenue** between Winona Drive into one-way eastbound; and
- **Durham Avenue** between Atlas Avenue and Winnett Avenue.



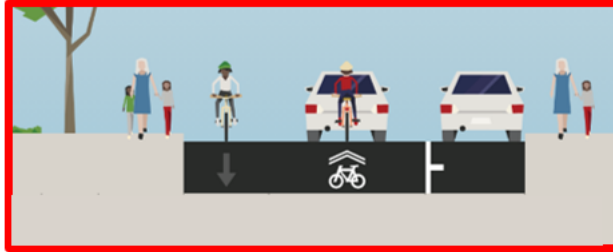
Option 2

Option 2 | Ava to Vaughan Bikeway and Parking



Existing Belvidere Ave to Ava Rd

7.2m, 1 southbound vehicular lane
Permit parking on west side

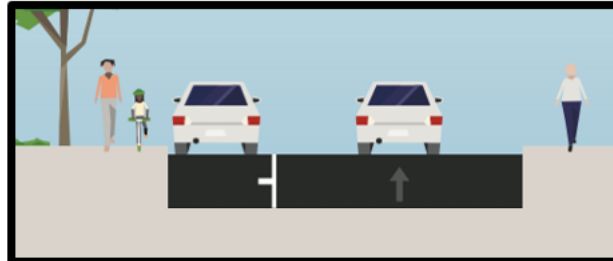


Proposed Belvidere Ave to Ava Rd

Motor vehicle traffic flips to northbound

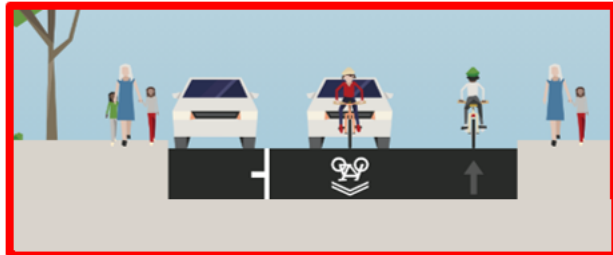
Add wayfinding markings northbound

Parking impacts = spaces 15, permits 11. All permit parking accommodated on east side.



Existing Vaughan Rd to Belvidere Ave

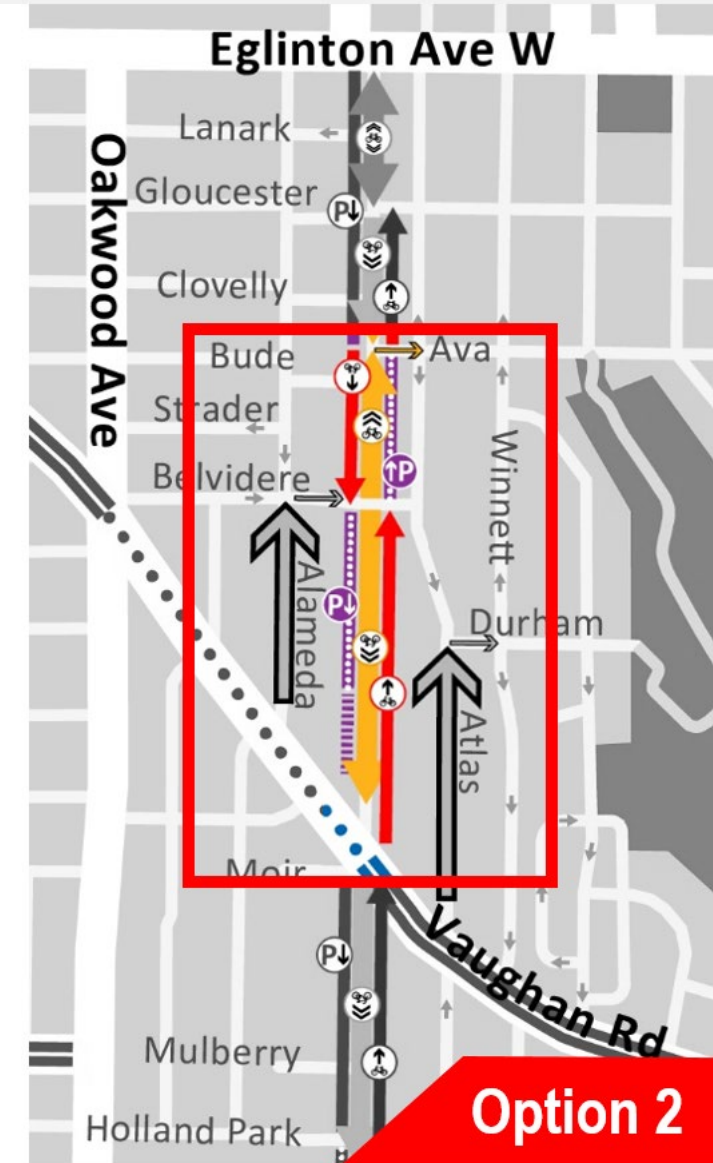
7.2m, 1 vehicular northbound one-way lane
Permit parking / pickup drop off on west side



Proposed Vaughan Rd to Belvidere Ave

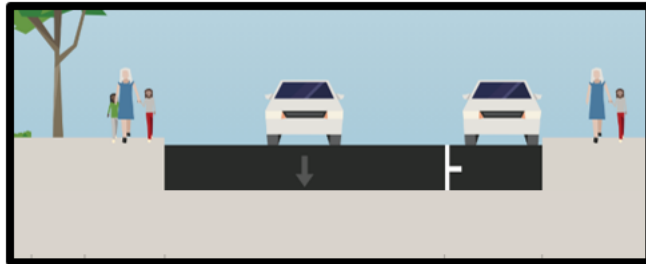
Motor vehicle traffic flips to southbound

Parking impact = None



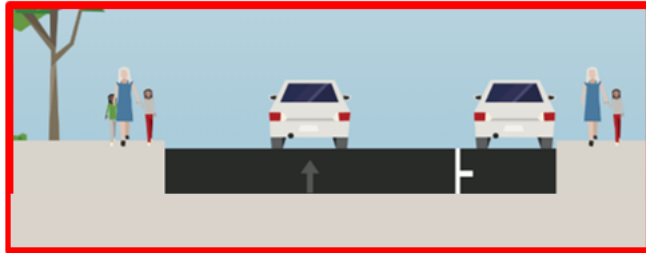
Option 2

Option 2 | Alameda Ave and Atlas Ave



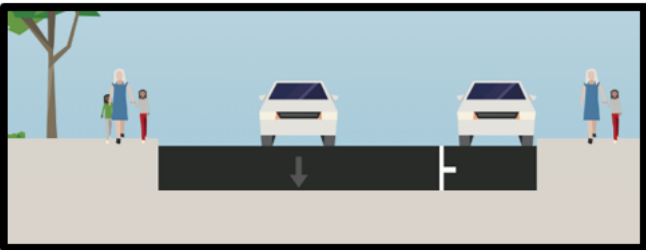
Existing Alameda Ave: Vaughan Rd to Belvidere Ave

7.2m, 1 southbound vehicular lane
Permit parking on east side



Proposed Alameda Ave: Vaughan Rd to Belvidere Ave

Motor vehicle traffic flips to northbound
Parking Impacts = None



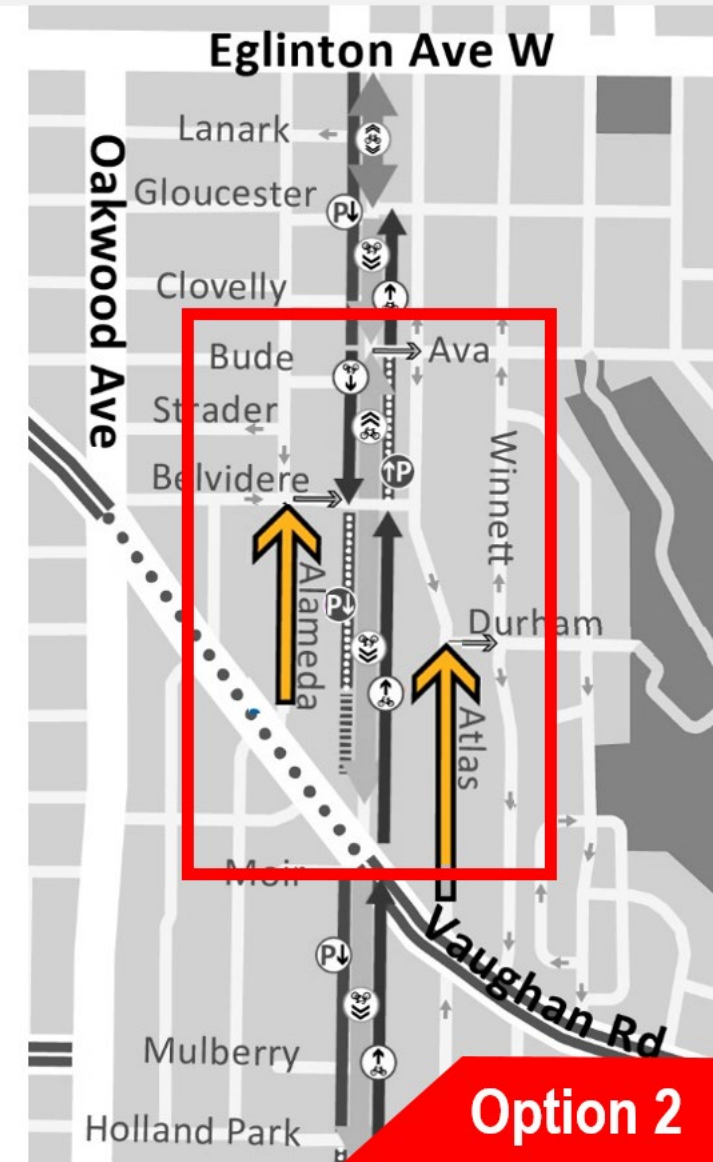
Existing Atlas Ave: Vaughan Rd to Durham Ave

8.5m, 1 vehicular southbound one-way lane
Permit parking switches sides



Proposed Atlas Ave: Vaughan Rd to Durham Ave

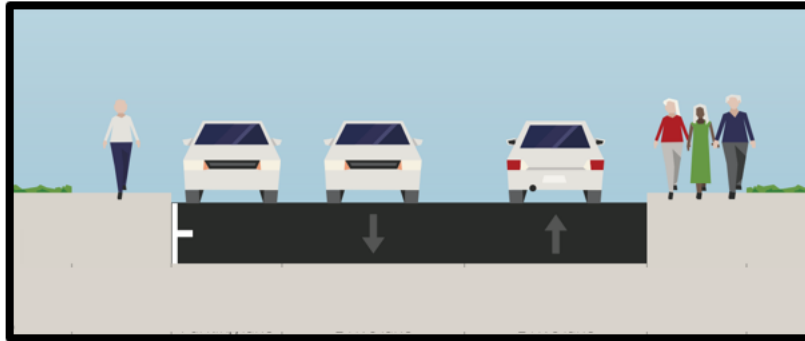
Motor vehicle traffic flips to northbound
Parking Impacts = None



Option 3 | Benson Ave to Tyrrel Ave

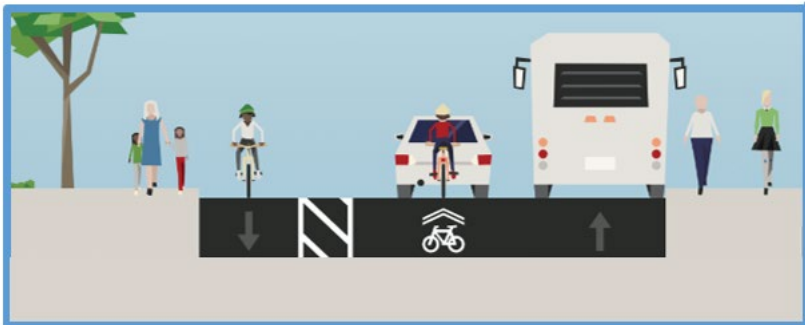


Option 3 would convert: the two-way configuration on Winona Drive between Tyrrel Avenue and Benson Ave into a one-way northbound.



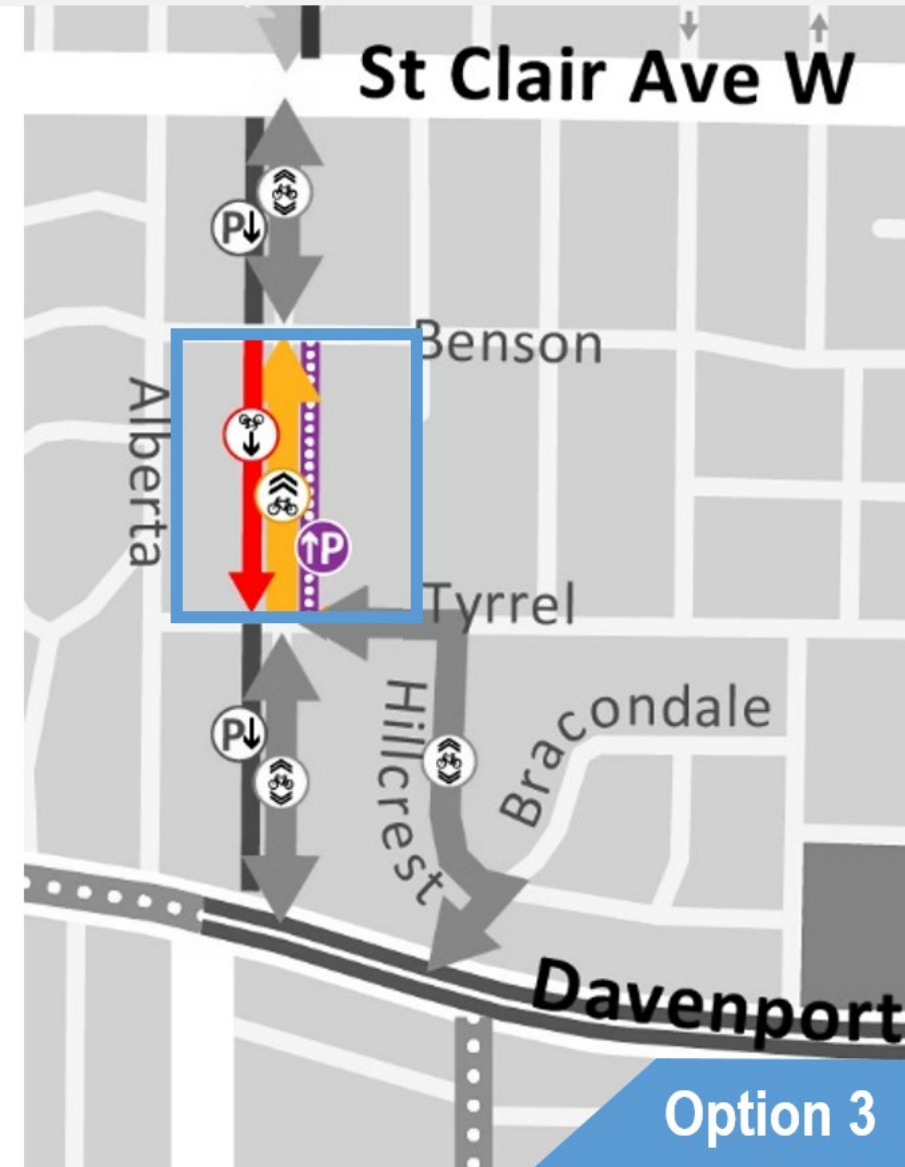
Existing

8.6m, two-way, one lane each direction
Permit parking west side
School loading on east side from Tyrrel Ave to Benson Ave



Proposed

Two-way traffic converted to one-way northbound
Add wayfinding markings northbound
Add southbound contra-flow bike lane, west side
Parking impacts = Parking east side.
No parking during school hours.



Rosemount Ave | Wayfinding Markings and Curb Extensions

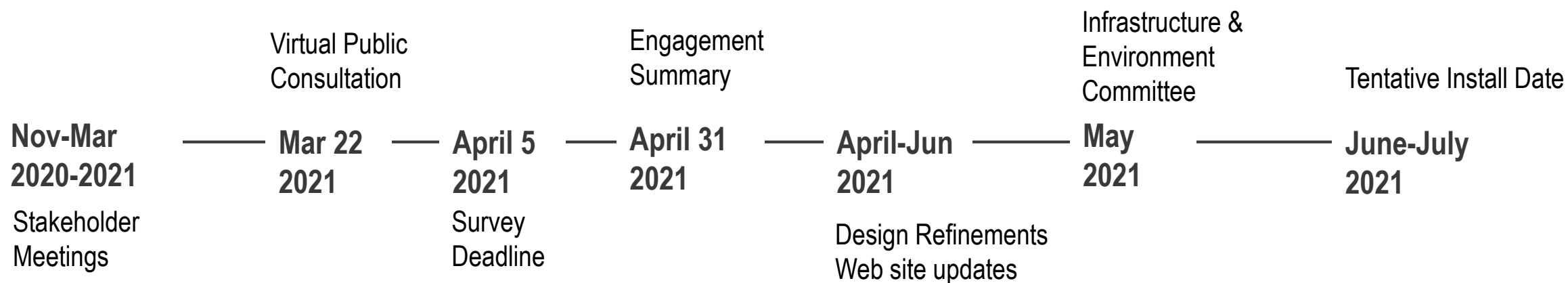


-  Proposed On-Street Shared Lane
-  Painted Curb Extensions



Timeline & Next Steps*

* Delivery timelines are subject to change





CONTACT US

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

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