



WOODFIELD ROAD – MONARCH PARK AVENUE QUIET STREETS PROGRAM NEXT STEPS

THURSDAY, APRIL 15, 2021
7 P.M. – 8:30 P.M.

Background | Why Support 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 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. 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 Goal



Woodfield Rd – Monarch Park Ave has been identified as a 'Grow' project in the Cycling Network Plan Update



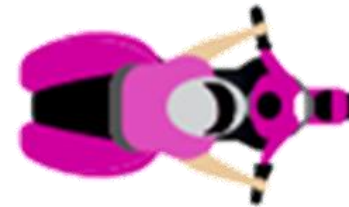
Connect

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

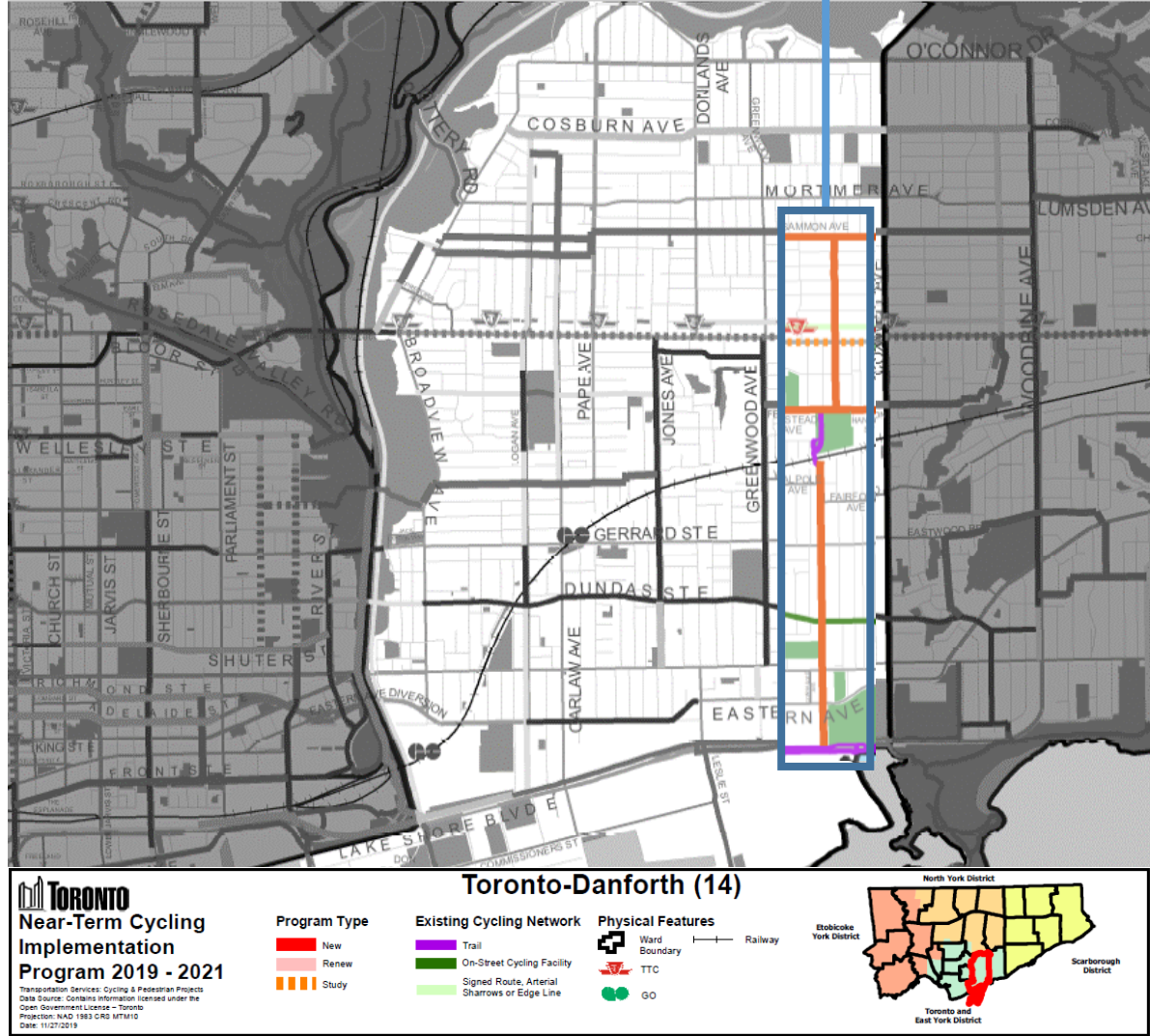


Background | Woodfield-Monarch Park and Cycling Network Plan



- The Cycling Network Plan Update was approved by City Council in July 2019
- It builds on the Ten Year Cycling Network Plan (approved in principle in 2016) with a strengthened focus on safety and equity
- Includes **Woodfield Road and Monarch Park Avenue** as a north-south route planned for installation in Toronto-Danforth (Ward 14) in the near term (2019-2021)

PROJECT AREA



Background | ActiveTO Quiet Streets Program 2020



From May to October 2020, Woodfield-Monarch Park were designated as Quiet Streets. The ActiveTO Quiet Streets program created Shared Space to enable people to maintain physical distancing while walking, running, using mobility devices, and biking. On these streets, signs and temporary barricades opened space on the street by encouraging slow, local vehicle access only.

At this time, City staff are proposing that instead of reintroducing the seasonal Quiet Streets program in 2021 or beyond, energy be refocused on programs that provide year-round improvements to local streets, such as this project.



Background | ActiveTO Quiet Streets Survey Results 2020



The ActiveTO Quiet Streets Survey was conducted in the summer of 2020. There were over 700 unique responses on Woodfield Road-Monarch Park.

According to those surveyed, Woodfield-Monarch Park **was one of the highest ranked routes for reducing vehicular speeds, improving physical distancing, and making people feel safer sharing the street.** The feedback was very positive.

The most common feedback was concerns about non-local traffic.

The full 2020 Quiet Streets Survey findings can be found here:

www.toronto.ca/wp-content/uploads/2021/03/8ed4-TSActiveTOQuietStreetsSurveyReport.pdf

Woodfield

219 Total Survey Respondents

Street Snapshot

Survey Questions	(%) Percentage of Survey Respondents
Understanding of Program:	
% of Respondents who understood the intent of the program	95%
Main Mode of Travel:	
Walking/Jogging	85%
% of Respondents with no exclusive access to outdoor space:	13%
% of Respondents that do not live/work on the Quiet Street:	59%
Perception of Program on:	
influencing physical distancing	75% <small>Agree or Strongly Agree</small> 3rd
providing safer shared street space	79% <small>Agree or Strongly Agree</small> 1st
perceived reduction in speeds	7.2 of 10
Overall Program Sentiment:	Positive

Monarch Park

536 Total Survey Respondents

Street Snapshot

Survey Questions	(%) Percentage of Survey Respondents
Understanding of Program:	
% of Respondents who understood the intent of the program	95%
Main Mode of Travel:	
Walking/Jogging	88%
% of Respondents with no exclusive access to outdoor space:	9%
% of Respondents that do not live/work on the Quiet Street:	76%
Perception of Program on:	
influencing physical distancing	81% <small>Agree or Strongly Agree</small> 1st
providing safer shared street space	78% <small>Agree or Strongly Agree</small> 2nd
perceived reduction in speeds	7.6 of 10
Overall Program Sentiment:	Positive

Background | Motion Adopted at City Council



On April 7, 2021, City Council adopted the report, ***Active TO – Lessons Learned from 2020 and Next Steps for 2021.***

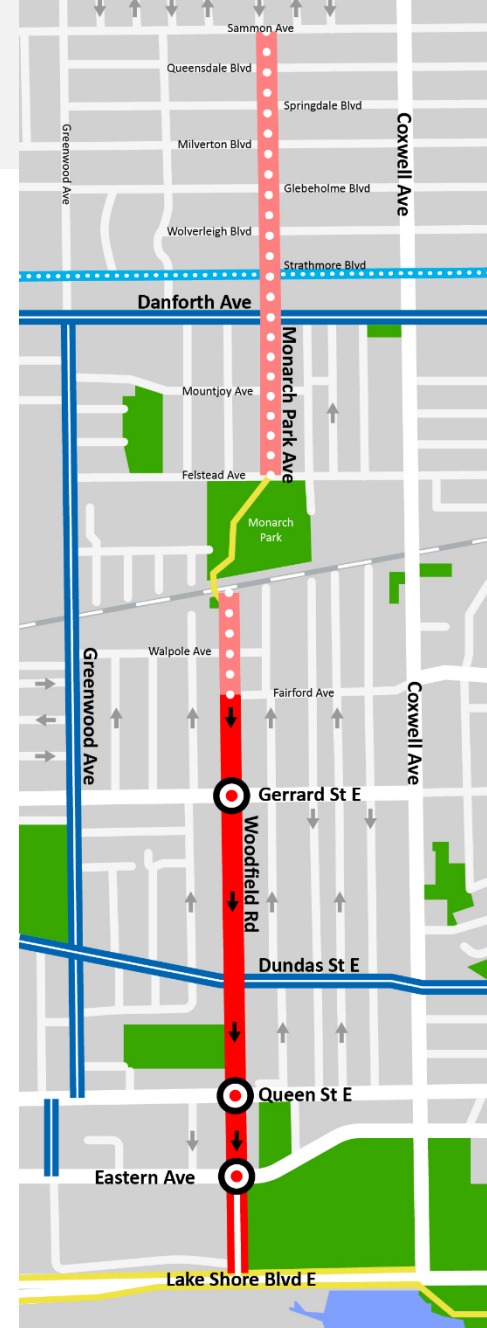
Councillor Fletcher moved the motion, which requested the General Manager, Transportation Services, to implement, in consultation with the local Councillor, Quiet Streets on Monarch Park Avenue and Woodfield Road on a temporary basis until such time as cycling infrastructure is installed on those streets.

For more information:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE20.12>

Project Goals

- Build on the feedback and experience of **the 2020 Quiet Streets Program** to improve conditions for people walking and cycling, and lower vehicular speed
- Allow people cycling to travel two-way along the Woodfield-Monarch Park corridor so they can easily **connect between popular cycling routes** on Danforth Avenue, Dundas Street East and Lake Shore Boulevard. This will **improve comfort** for people cycling and promote the use of bicycles for short neighbourhood trips
- **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 TransformTO



Existing Conditions | Neighbourhood Context



Land Uses:

Mainly single family homes, schools with industrial south of Eastern Ave (Canada Post)

Road Characteristics:

Local Road from Sammon Ave to Lake Shore Blvd, (except between Fairford Avenue to Walpole Avenue, which is a Collector Road)
1 to 2 lanes with variable one-way and two-ways

Transit:

Intersects Danforth Ave (subway, bus 300), Gerrard St (streetcar 306, 506), Queen St (streetcar 301, 501, 503)

Safety:

In last decade, one pedestrian seriously injured at Woodfield Rd and Fairford Ave



Existing Conditions | Selecting a Bikeway for Woodfield-Monarch Park

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, a shared lane for people cycling and driving is appropriate. The preferred bikeway type for Woodfield Road-Monarch Park Avenue is **Neighbourhood Greenway**

The peak volumes and 8 hour volumes do not exceed the thresholds of vehicle volumes, so additional traffic diversion is not recommended.

	Monarch Park-Woodfield Existing Volumes	Neighbourhood Greenway Volume Thresholds
Average Peak Hour Motor Vehicle Counts	30-75 vehicles/peak hour	75 vehicles/peak hour
Average 8 hour cycling counts	70-120 cycling trips (20-30% of total traffic)	Would like to increase volume to 40-50% of total traffic
Average 8 hour vehicle volumes	200-400 vehicles	Less than 750 vehicles

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 for people cycling:** one direction for motor vehicles and bikes, and the other for bikes only.



Illustration: NACTO Urban Bikeway Design Guide



Neighbourhood Greenway | Proposed Design Features



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



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.

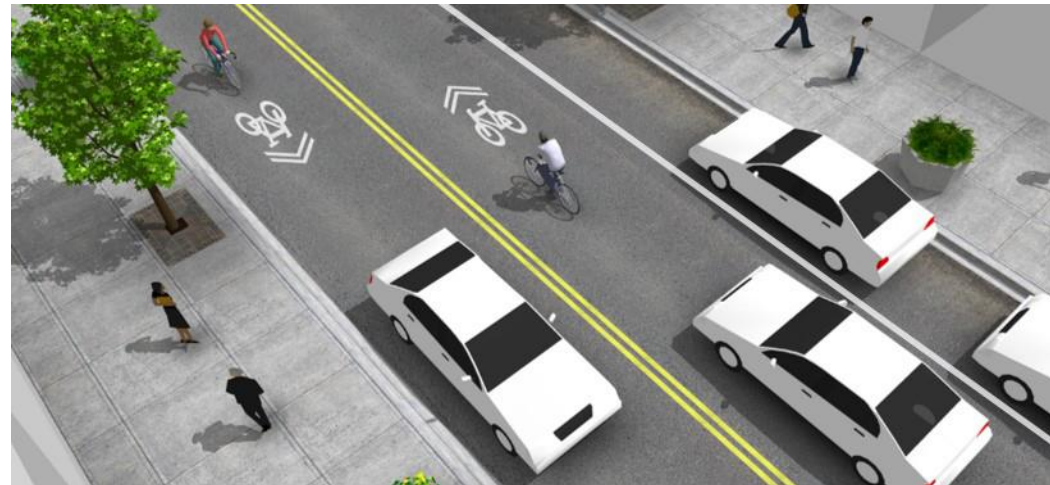


Illustration: NACTO Urban Bikeway Design Guide



Monarch Park Avenue | Sammon Ave to Felstead Ave

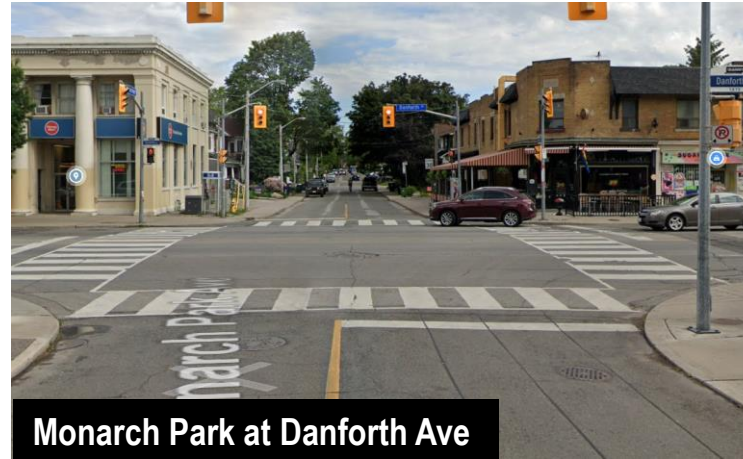


EXISTING

- Roadway width: 8.5 m
- On-street parking: Alternating sides
- Permit parking: 12 midnight to 7 a.m.
- Peak hr vehicle volume: < 75
- Posted Speed: 30km/h

PROPOSED

- Traffic signal provides good connection to cycle track on Danforth Ave
- Not wide enough for bike lanes
- Recommend **Quiet On-Street Route** with wayfinding shared lane markings and signage
- No changes to parking



Monarch Park at Danforth Ave



Monarch Park near Mountjoy Ave



Connection through Monarch Park



EXISTING

- Existing trail connects Monarch Park Ave to Woodfield Rd under rail corridor
- Trail access at Monarch Park Avenue at an all-way stop

PROPOSED

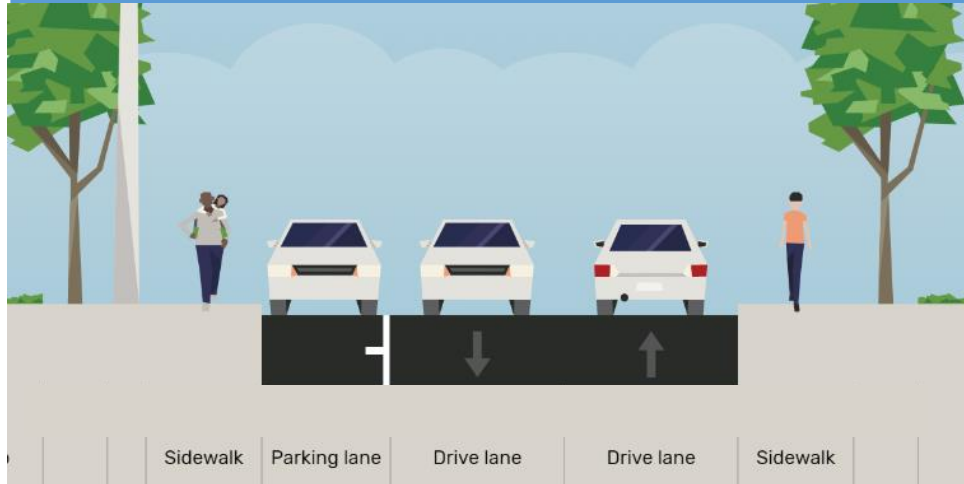
- Improvements to wayfinding will be considered



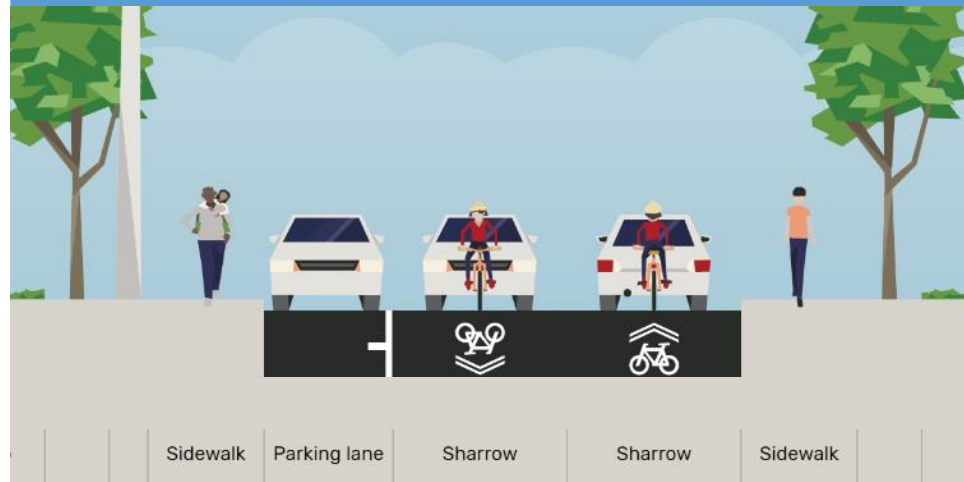
Woodfield Rd | Monarch Park to Fairford Ave



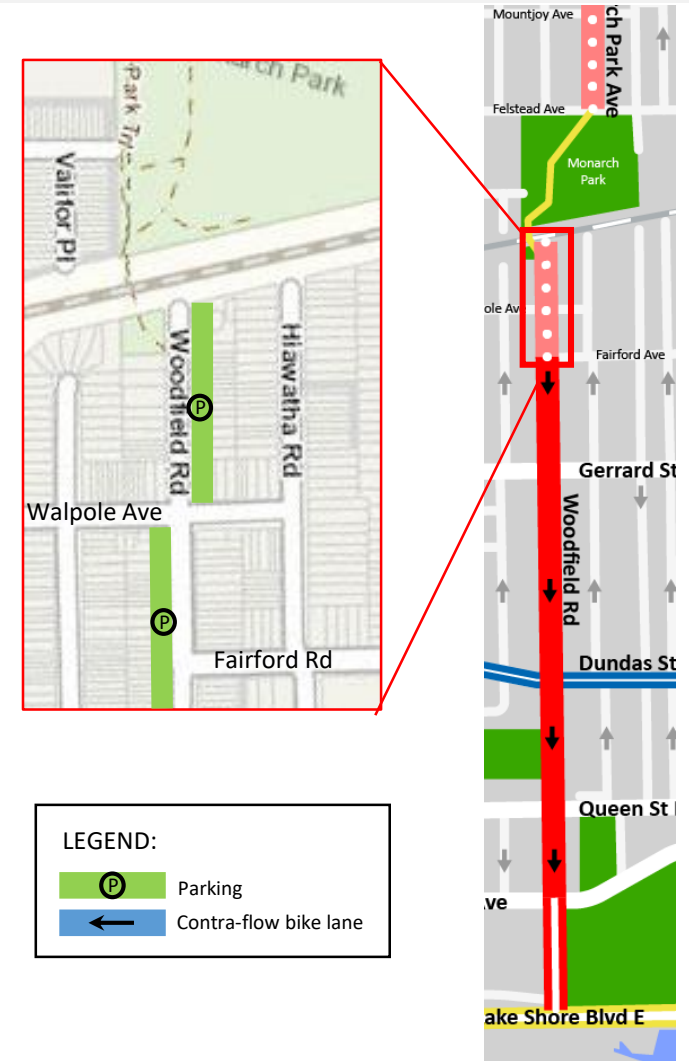
EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION



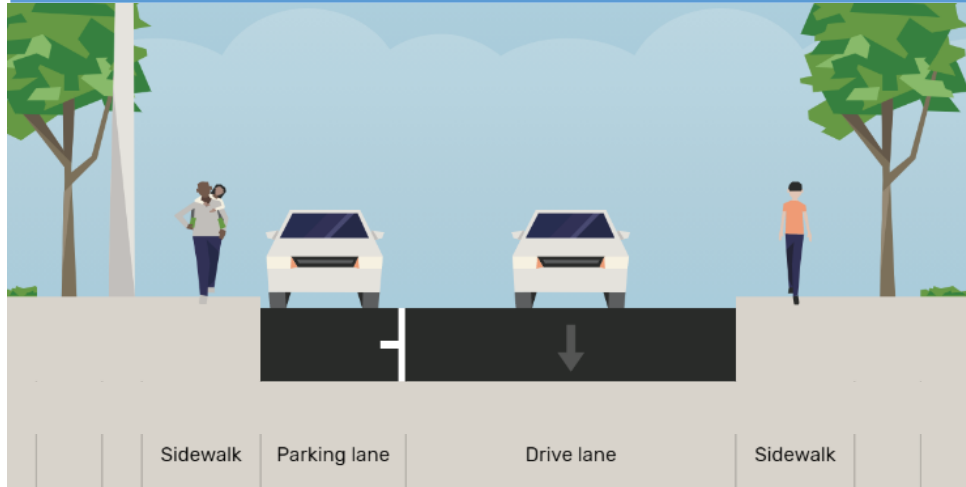
- Roadway width: 7.4 m
- Traffic direction: Two-way
- Peak hr vehicle volume: < 75
- On-street parking:
 - East side: North of Walpole Ave
 - West side: Walpole Ave to Fairford Ave
- Permit parking:
 - Monarch Park to Walpole Ave: 12 midnight to 7 a.m.
 - Walpole Ave to Fairford Ave: 10 p.m. to 10 a.m.
- Posted speed: 30 km/h
- No changes to parking or travel lanes
- Wayfinding shared lane markings and signs are proposed



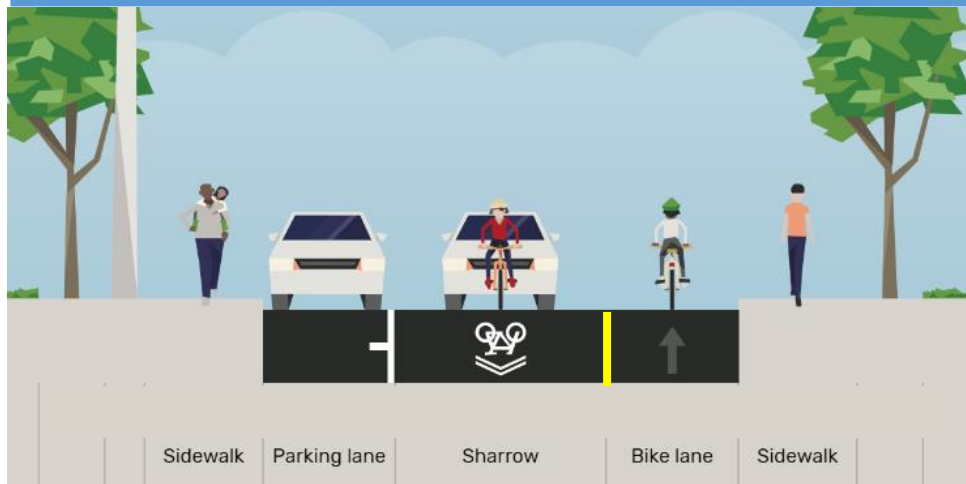
Woodfield Rd | Fairford Ave to Queen St



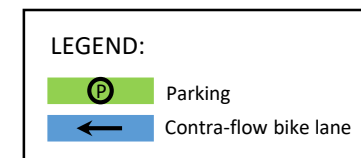
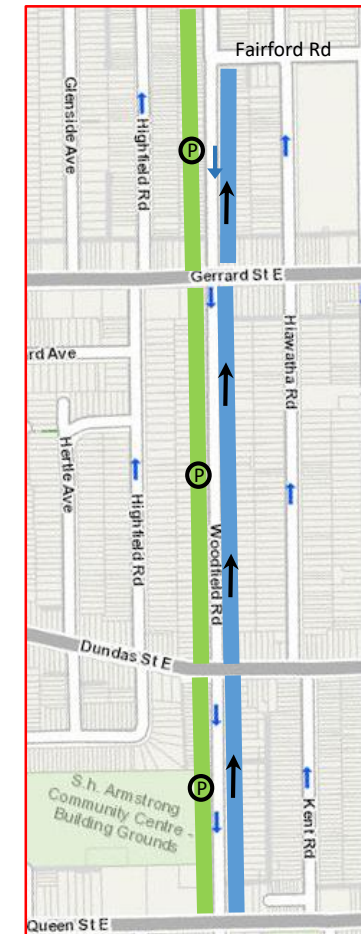
EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION



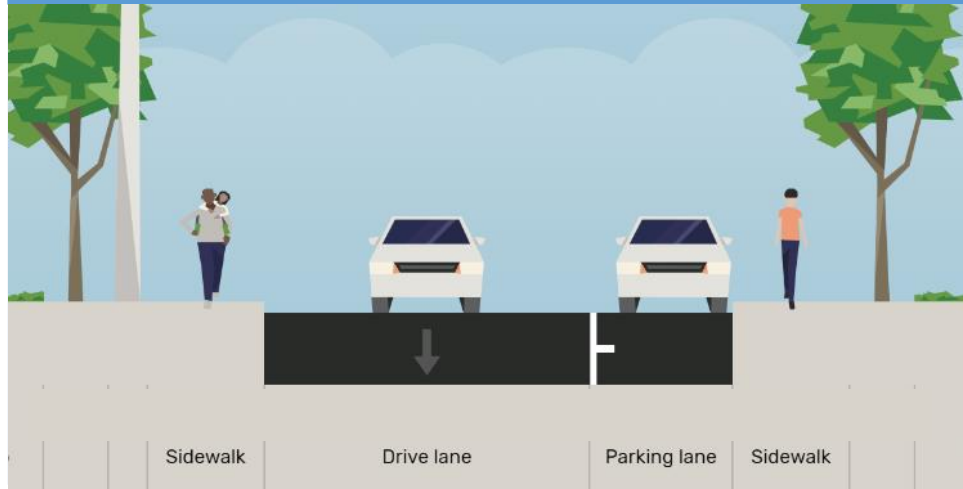
- Traffic direction: One-way southbound
- On-street parking:
West side: Fairford Ave to Gerrard St and Dundas St to Queen St
Alternating sides: Gerrard St to Dundas St
- Permit parking:
 - 10 p.m. to 10 a.m.: Fairford Ave to Gerrard St
 - 12 midnight to 7 a.m.: Gerrard St to Queen St
- Peak hr vehicle volume: < 70
- Posted speed: 30 km/h
- 85% speed: 34 km/h
- Add northbound contra-flow bike lane on the east side
- Wayfinding markings are proposed in the southbound direction
- Parking on the west side at all times (no impact to parking spaces)
- Permit parking hours remain unchanged
- No stopping permitted in contra-flow bike lane



Woodfield Rd | Queen St to Eastern Ave Existing Conditions



EXISTING CROSS-SECTION



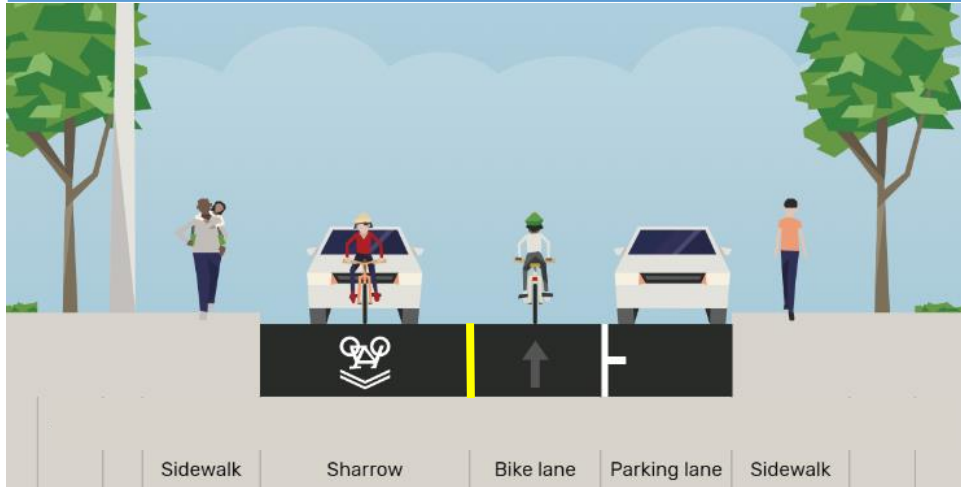
- Traffic direction: One-way southbound
- On-street parking: East side
- Off-Street parking:
 - Driveways off of Woodfield Rd on west side
 - Driveways off of rear laneway on east side
- Permit parking:
 - 12 midnight to 7 a.m.
 - 21 spaces available / 9 permits issued
- Peak hr vehicle volume: < 60
- Posted speed: 30 km/h



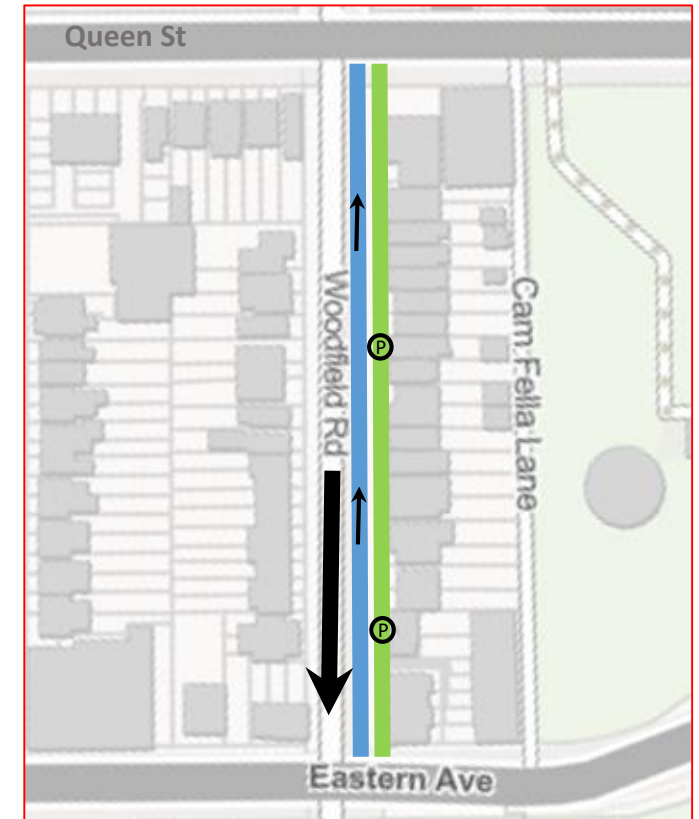
Woodfield Rd | Queen St to Eastern Ave Alternative 1



ALTERNATIVE 1 – Contra-Flow Bike Lane



- Add northbound contra-flow bike lane on the east side **between** parking and vehicle lane
- Mixed use lane (sharrows) in the southbound direction
- Parking remains on the east side – **loss of 2 spaces**



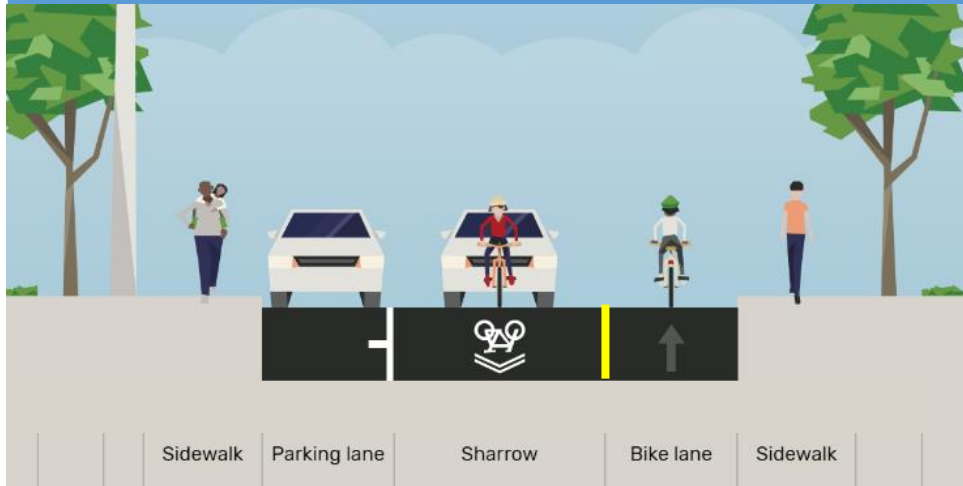
LEGEND:

-  Parking
-  Contra-flow bike lane

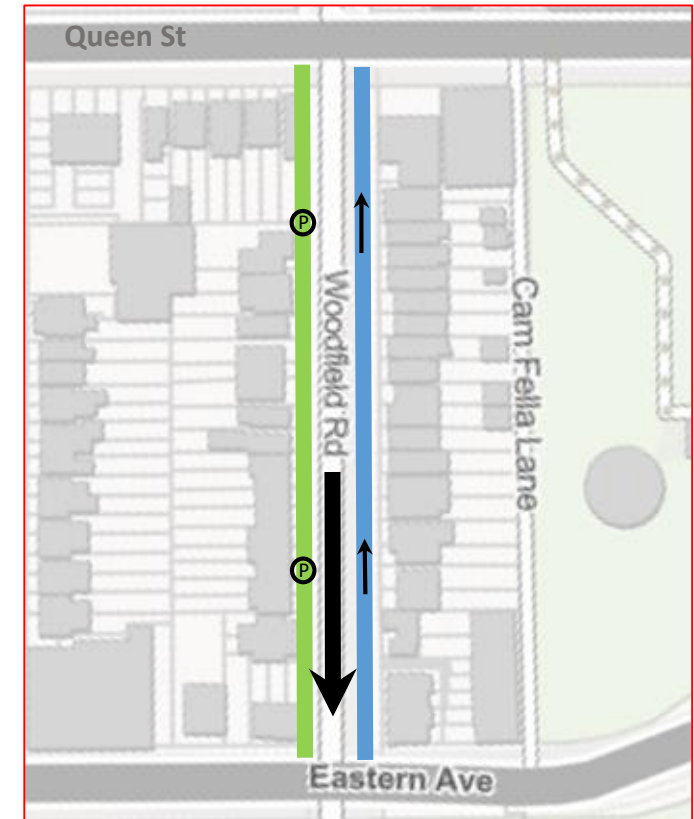
Woodfield Rd | Queen St to Eastern Ave Alternative 2



ALTERNATIVE 2 – Switch parking to west side



- Add northbound contra-flow bike lane on the east side
- Mixed use lane (sharrows) in the southbound direction
- Parking switched to **west side – loss of 4 spaces**
- Permit parking hours remain unchanged
- No stopping permitted in contra-flow bike lane



LEGEND:

- Parking
- Contra-flow bike lane

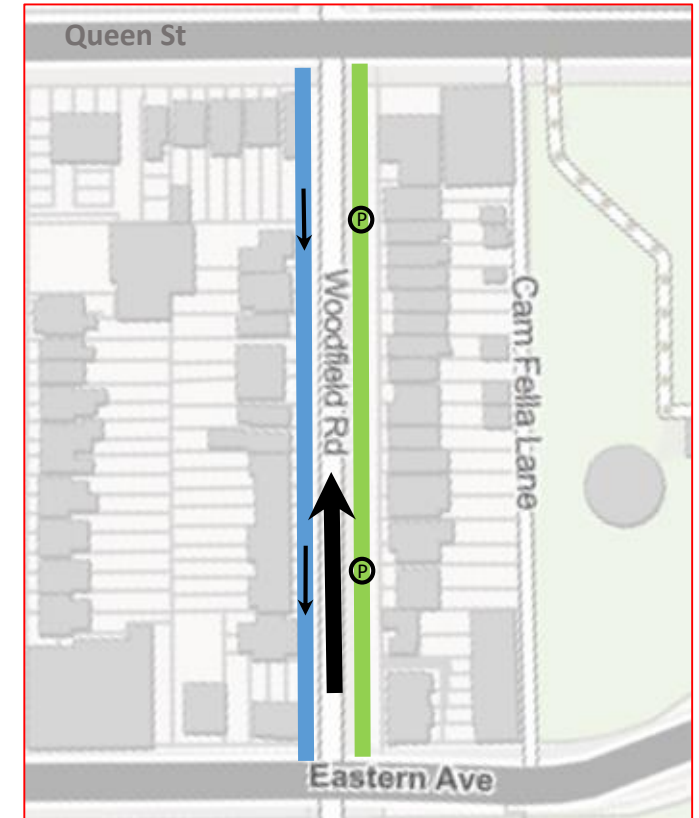
Woodfield Rd | Queen St to Eastern Ave Alternative 3



ALTERNATIVE 3 – Switch to one-way NB



- Switch one-way direction to **northbound**
- Add southbound contra-flow bike lane on the west side
- Mixed-use lane (sharrows) in the northbound direction
- Parking remains on the east side – **loss of 2 spaces**
- No stopping permitted in contra-flow bike lane



LEGEND:

- Parking
- Contra-flow bike lane

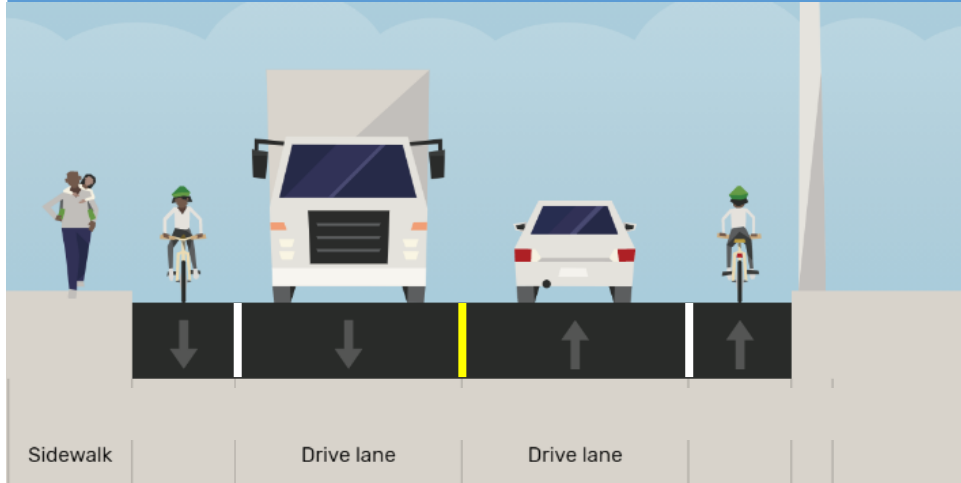
Woodfield Rd | Eastern Ave to Lake Shore Trail



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION



- Traffic direction: Two-way
- On-street parking: None
- Off-Street parking:
 - Boulevard parking on east side
 - **Canada Post** loading bays and access on west side
- Add minimum width bike lanes in each direction
- Maintain 3.3 m lanes in each direction
- New path to connect to LSB Trail at south end of Woodfield Rd



Woodfield Rd | Connection to Lake Shore Trail



EXISTING



- Existing desire line/beaten trail at foot of Woodfield Rd
- Asphalt connection already made between sidewalk and trail

PROPOSED

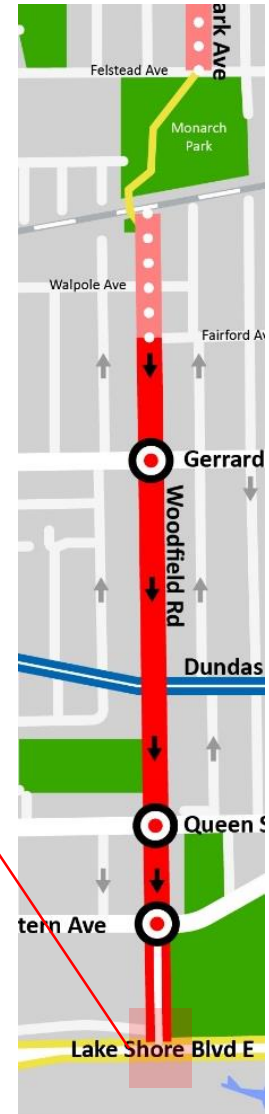


- Approx. 15m section of path + curb cut would be needed
- Similar connection at Knox Ave on the west side of Canada Post building



LEGEND:

	Bike lane
	Multi-Use Trail

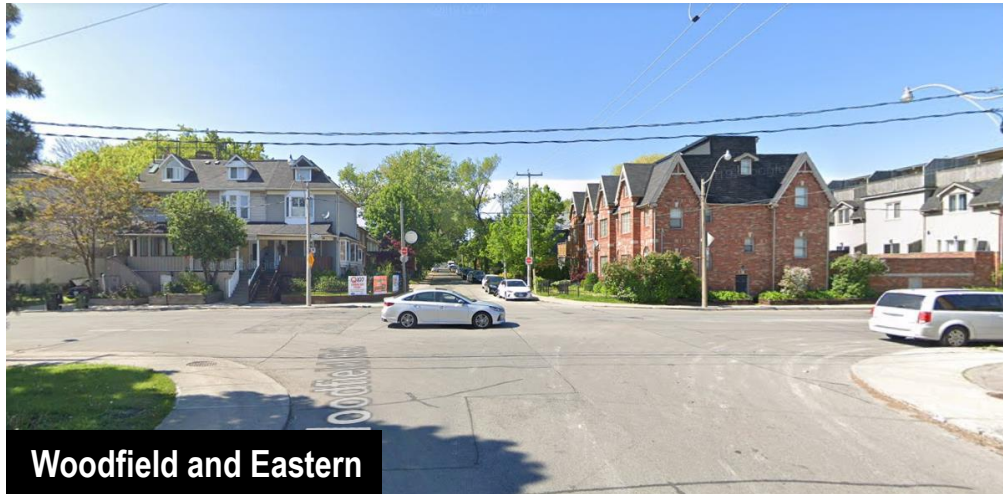


Woodfield Rd | Proposed Crossing Upgrades*

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



Where possible, Transportation Services is proposing to install traffic calming elements like painted curb extensions at intersections.



Woodfield and Eastern

Woodfield/Gerrard:
- Existing PXO
- Convert to Traffic Signal

Woodfield/Dundas:
- Existing Traffic Signal
- Add NB bike signal heads

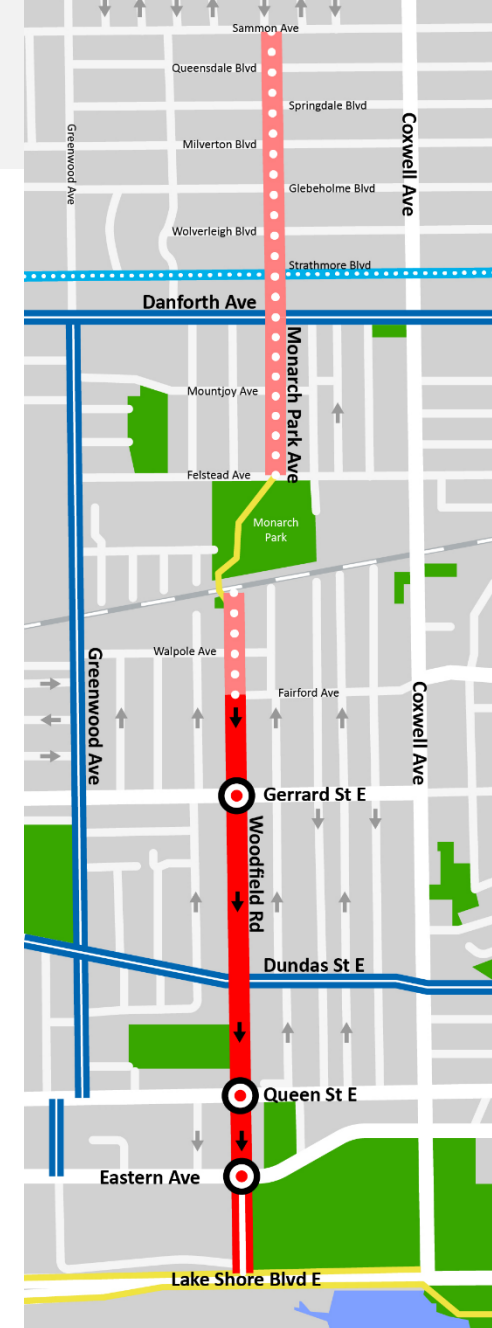
Woodfield/Queen:
- Existing PXO
- Convert to Traffic Signal

Woodfield/Eastern:
- No protected crossing
- PXO at Connaught (95m spacing)
- Relocate crossing/new signal



Project Summary

- Install contra-flow bike on one-way segments to allow people cycling to travel two-way along the Woodfield-Monarch Park corridor so they can easily **connect between popular cycling routes** on Danforth Avenue, Dundas Street East and Lake Shore Boulevard
- Improve wayfinding and signage along the route
- Install new signals at Gerrard St, Queen St and Eastern Ave to improve walking and cycling safety and connections
- Limited parking and motor vehicle impacts



Next Steps

Upcoming Dates

- Public Feedback Deadline – April 29, 2021
- Engagement summary posted on project web page – May 2021
- Report to Infrastructure and Environment Committee and City Council – May 2021
- Installation – Summer 2021



CONTACT US

If you have any questions, concerns or would like to be added to the project mailing list, feel free to contact:

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