



SCARLETT-RUNNYMEDE CYCLING CONNECTION

Public Consultation

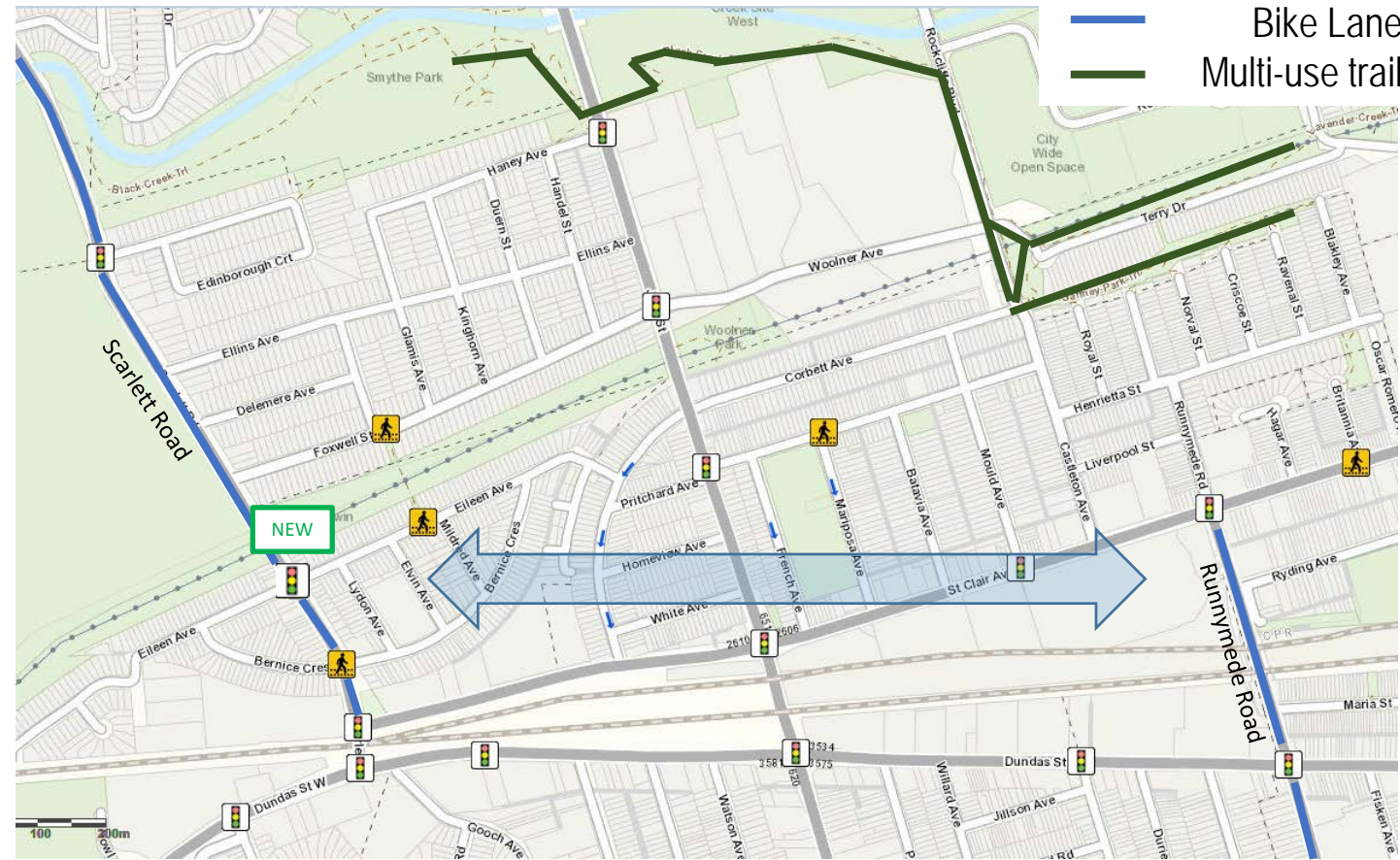
Project Description and Rational



The City of Toronto is proposing to install a connection for people cycling between Scarlett Road and Runnymede Road and to improve safety in the area for people walking.

To date, the City has:

- Installed a new traffic light at Eileen Avenue in 2021
- Installed and upgraded Scarlett Road cycle tracks and Runnymede Road bike lanes, which provide north/south access





1. Improve safety for people cycling and walking

Provide safer bikeways and pedestrian crossings at key locations.



2. Enhance the connectivity of the network

Connect existing bikeways on Scarlett Road and Runnymede Road. Provide people cycling more route options for travelling east/west.



3. Reduce cycling on sidewalks

Provide appropriate on-street cycling opportunities and connections so that sidewalk riding can be avoided



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 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

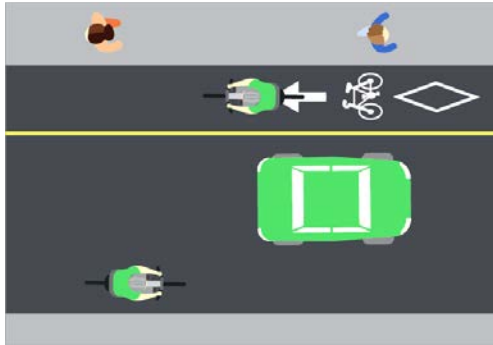
Providing alternatives to driving allows for roadways to be used more efficiently and for users who have no choice (e.g. emergency, deliveries)



Encouraging People of All Ages and Abilities to Ride

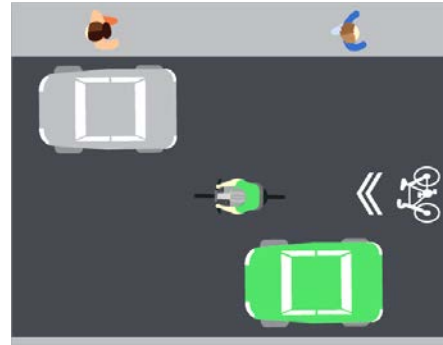
The majority of people rate themselves as “interested but concerned” about cycling, and will only do so if bikeways feel safe

Contra-Flow Bike Lanes



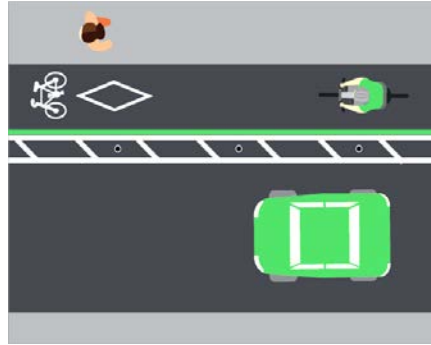
Contra-flow bicycle lanes allow people cycling to travel in two directions on a street that is one-way for all other vehicles. people cycling travel in one direction in the designated bicycle lane and in a shared lane in the opposite direction.

Shared Lanes “Sharrows”



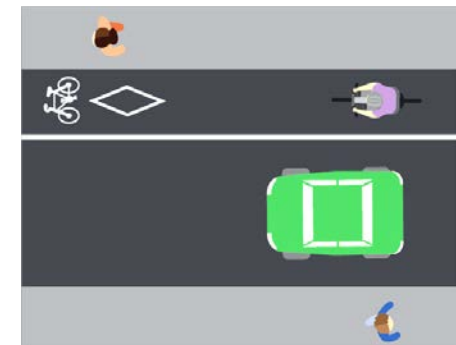
Wayfinding sharrows are used in shared lanes as a reminder to share the road, and to help people connect to other cycling routes such as trails. They are placed to indicate the ideal cyclist position in the lane.

Cycle Tracks



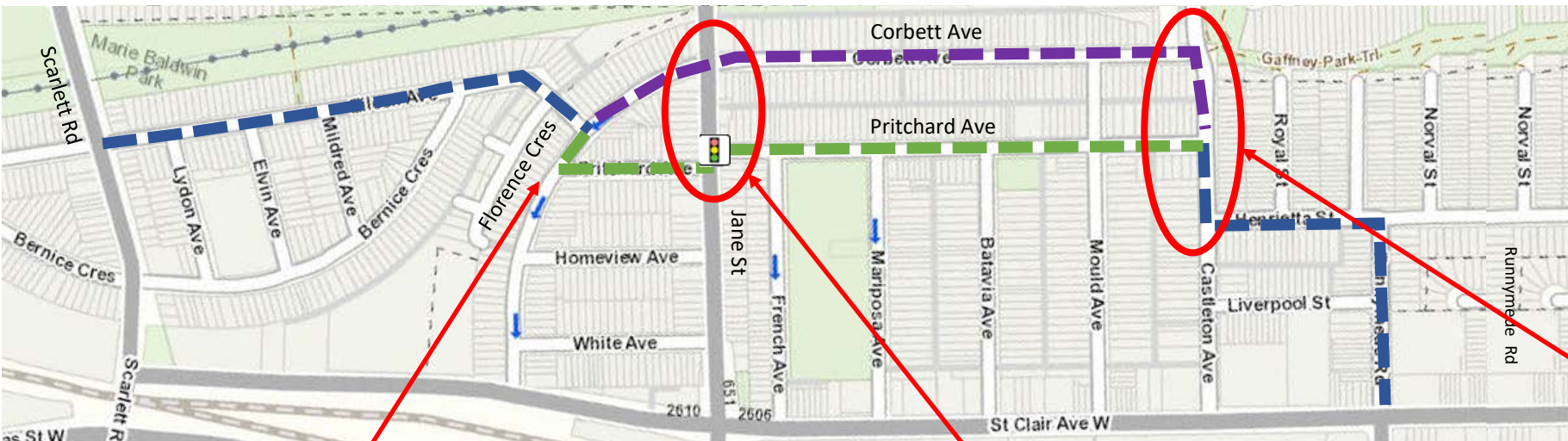
Cycle tracks are separate lanes for bicycles that are next to the roadway but separated from vehicle traffic. Cycle tracks help distinguish the area for cycling from vehicle traffic and create an environment which is safer for cycling.

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.

Route Options Comparison: Pritchard Avenue or Corbett Avenue



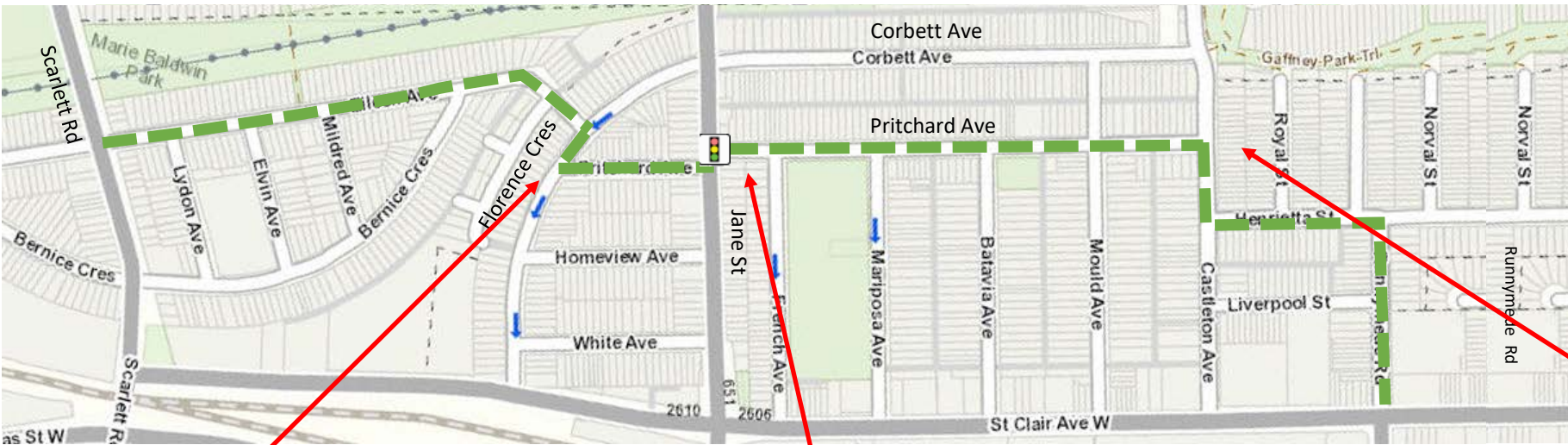
- Common section
- Route via Corbett Ave
- Route via Pritchard Ave

Florence Cres Contra-Flow	
Pritchard Ave	Corbett Ave
Shorter route ✓	Longer route

Crossing Jane St	
Pritchard Ave	Corbett Ave
Existing traffic signal at Jane St and Pritchard Ave ✓	No protected crossing at Jane St and Corbett Ave

Castleton Ave Connection	
Pritchard Ave	Corbett Ave
All way stop at Pritchard Ave intersection. Allows for protected movements for all users ✓	Stop sign for Corbett Ave only. People cycling must wait for gaps

Preferred Route: Pritchard Avenue



— Route via Pritchard Ave

Florence Cres
Contra-Flow

Pritchard Ave

Shorter
route ✓

Crossing Jane St

Pritchard Ave

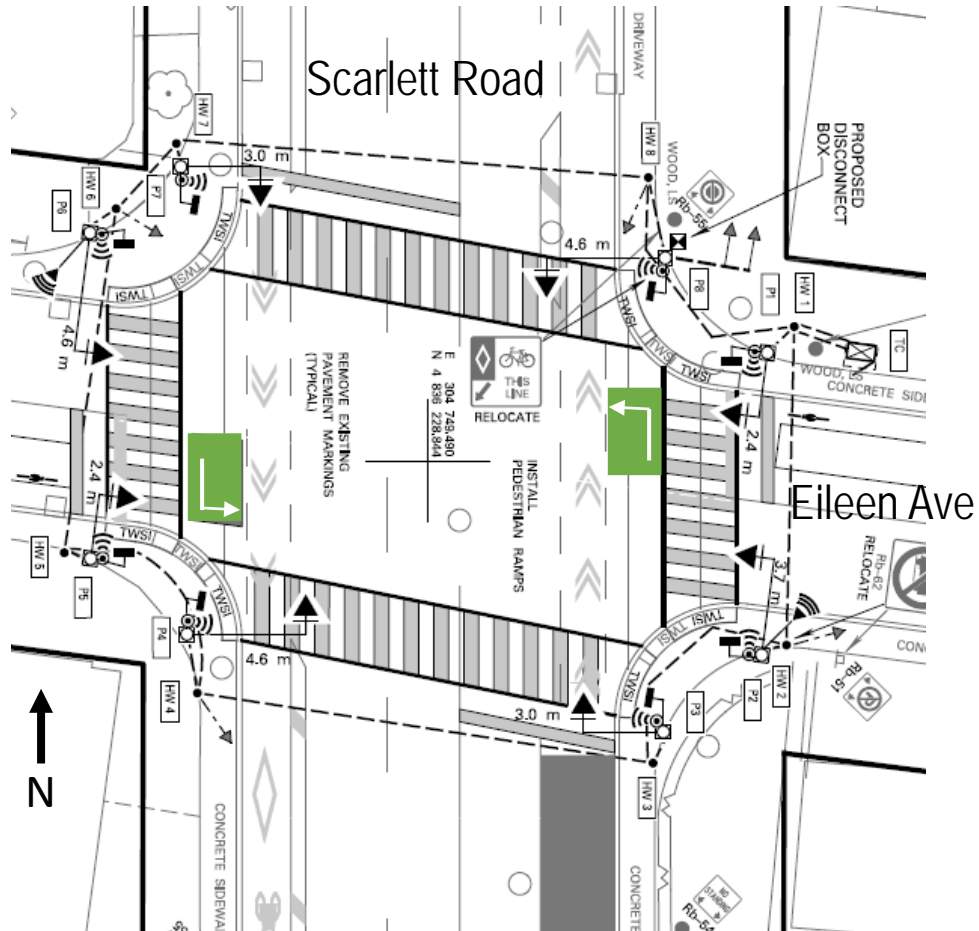
Existing traffic signal
at Jane St and
Pritchard Ave ✓

Castleton Ave Connection

Pritchard Ave

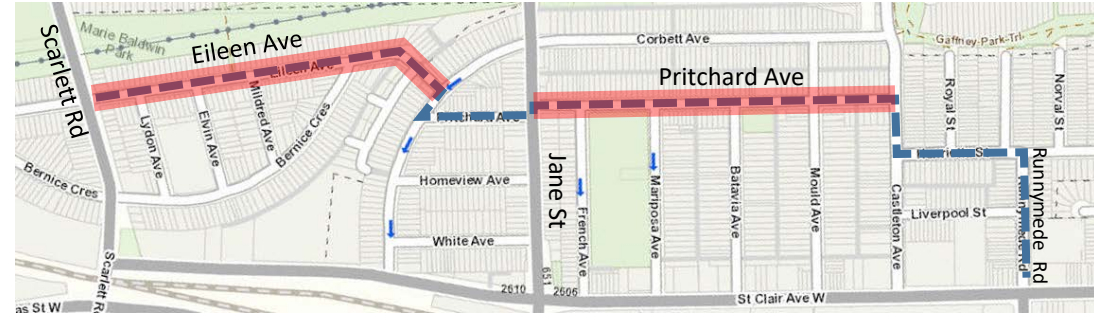
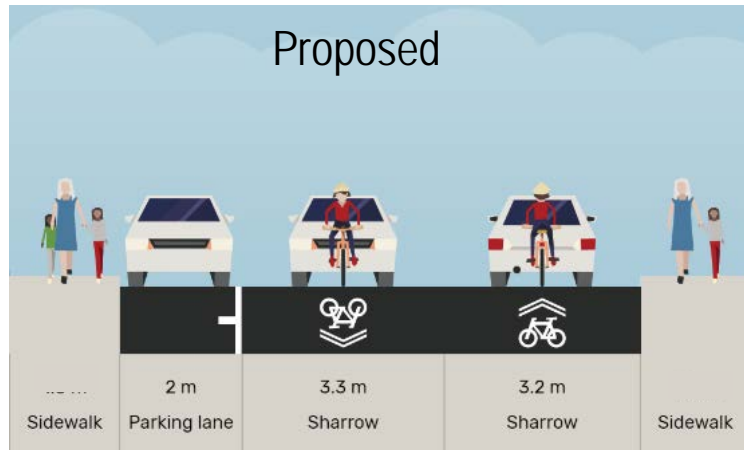
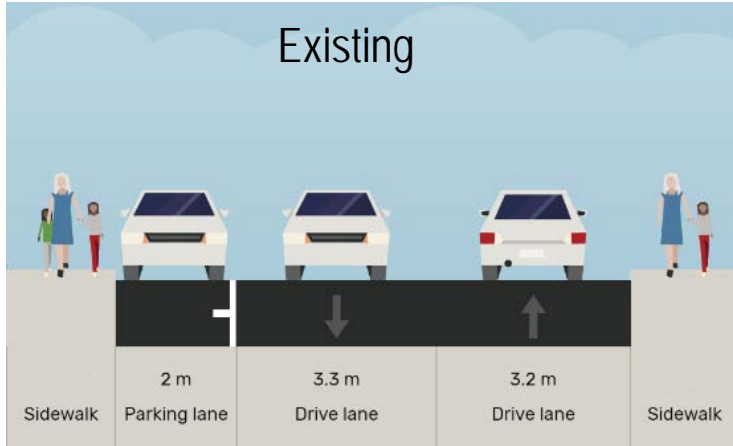
All way stop at Pritchard Ave
intersection. Allows for protected
movements for all users ✓

Scarlett Road and Eileen Avenue Intersection Design



- Traffic signal at Scarlett Road and Eileen Avenue intersection has been installed
- Proposed new design includes two stage left turn bike box to facilitate cycling movements from Scarlett Road to Eileen Avenue
- No right turn on red proposed from Eileen Avenue to protect people walking and cycling

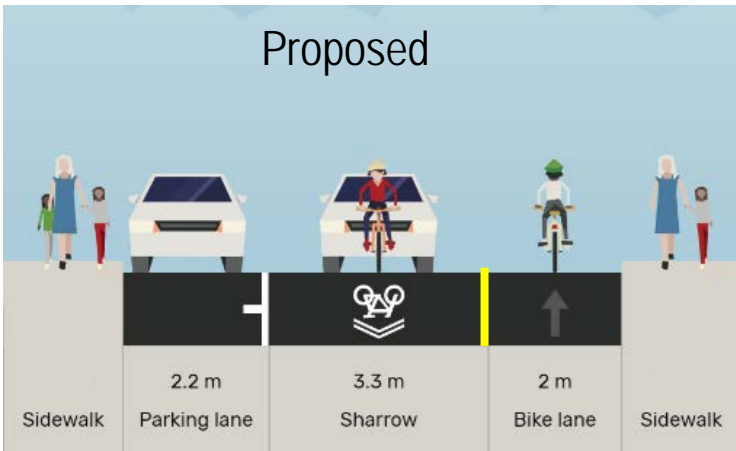
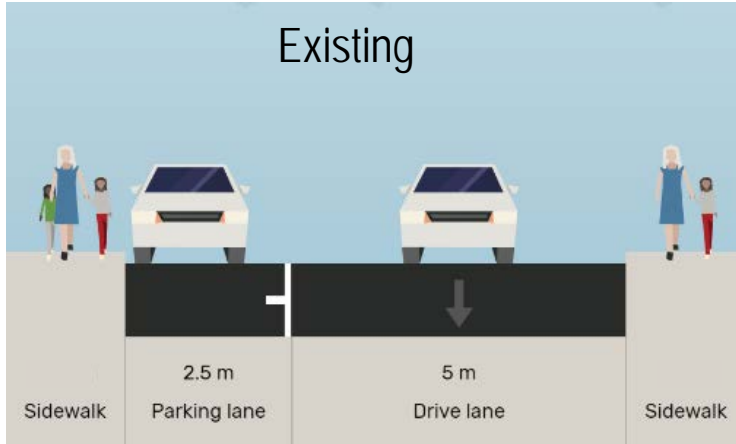
Eileen Avenue and Pritchard Avenue (east of Jane Street)



Impacts:

- Installation of shared lane markings and wayfinding (traffic volumes generally below 100 vehicles per hour)
- Parking (north side), speed limit (40km/h) and all other elements remain the same

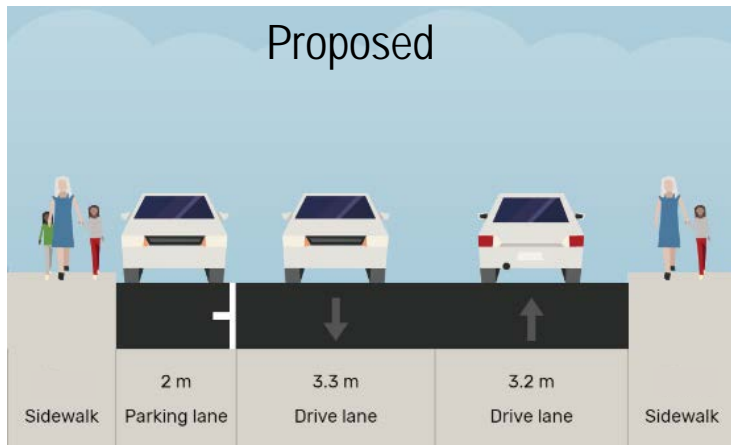
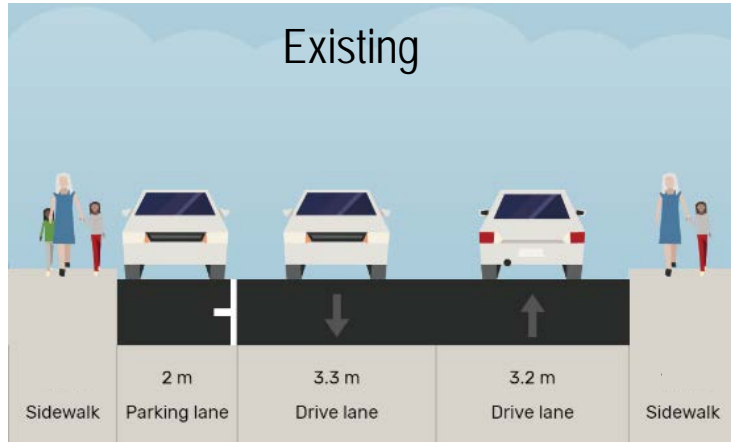
Florence Crescent



Impacts:

- Installation of 2.0m northbound contra-flow bike lane on the east side
 - No stopping permitted in contra-flow bike lane
- Shared lane marking in the southbound direction
- Parking (west side) and speed limit (30km/h) would remain the same

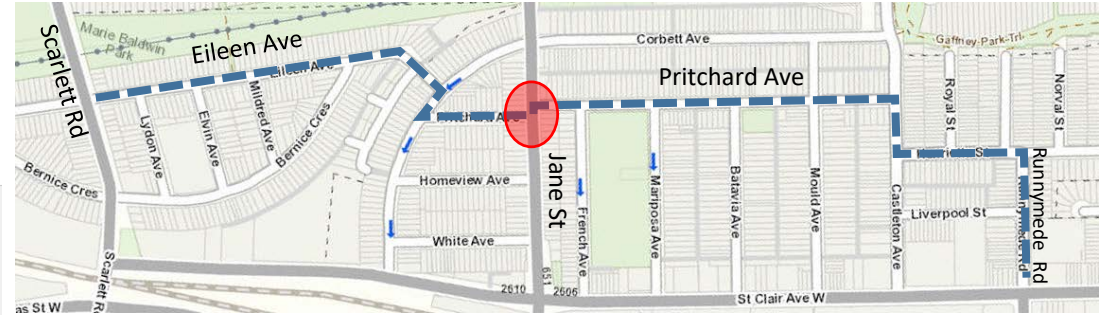
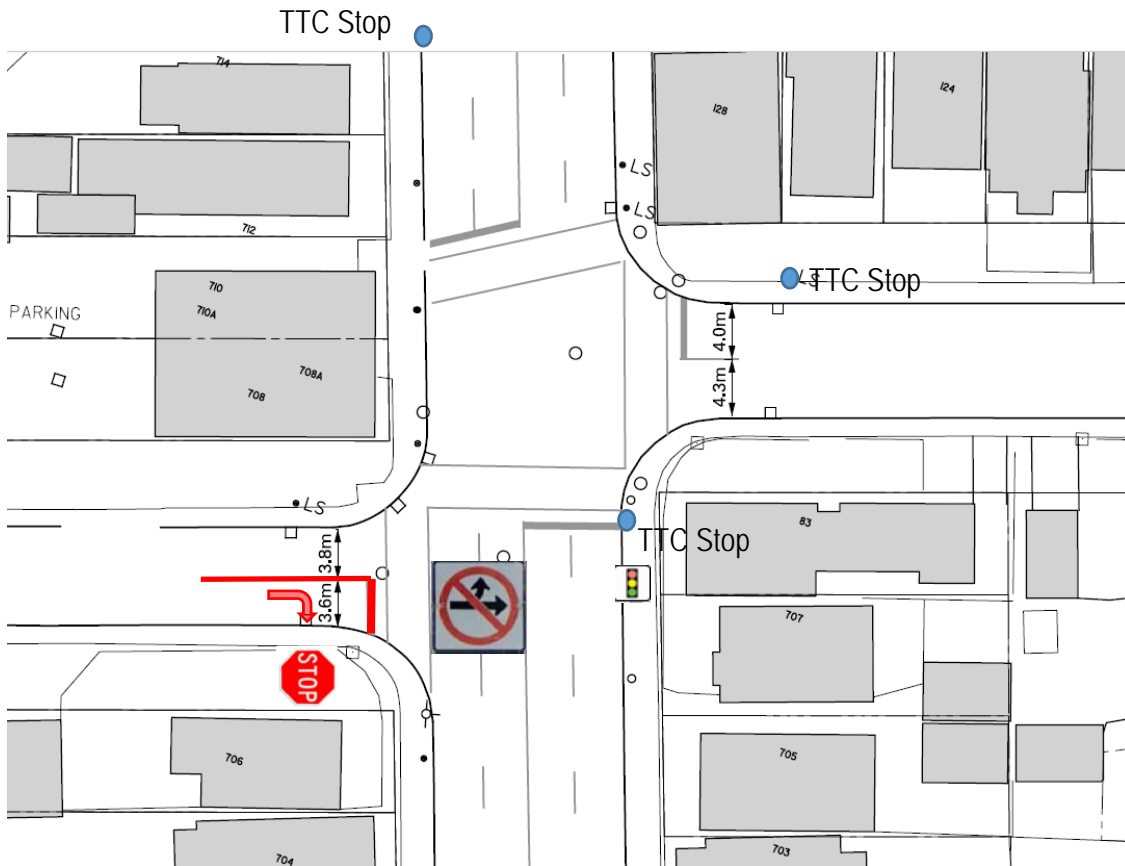
Pritchard Avenue (west of Jane Street)



Impacts:

- Installation of wayfinding shared lane markings at the intersections only
- Parking (alternating sides), speed limit (30km/h) and all other elements remain the same

Existing: Jane Street and Pritchard Avenue Intersection



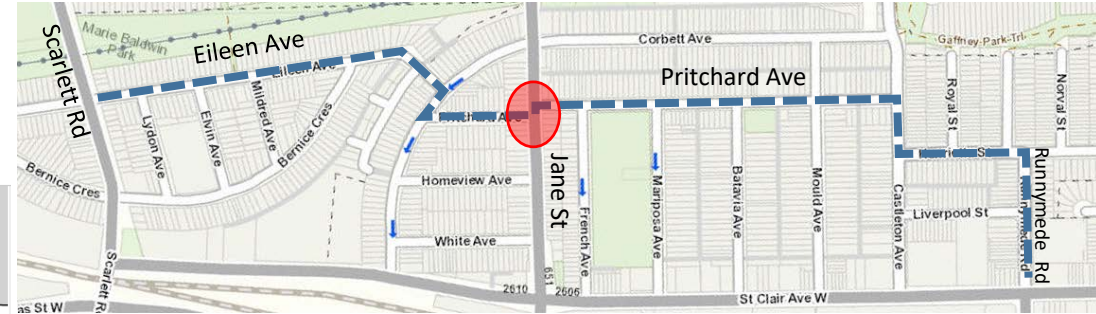
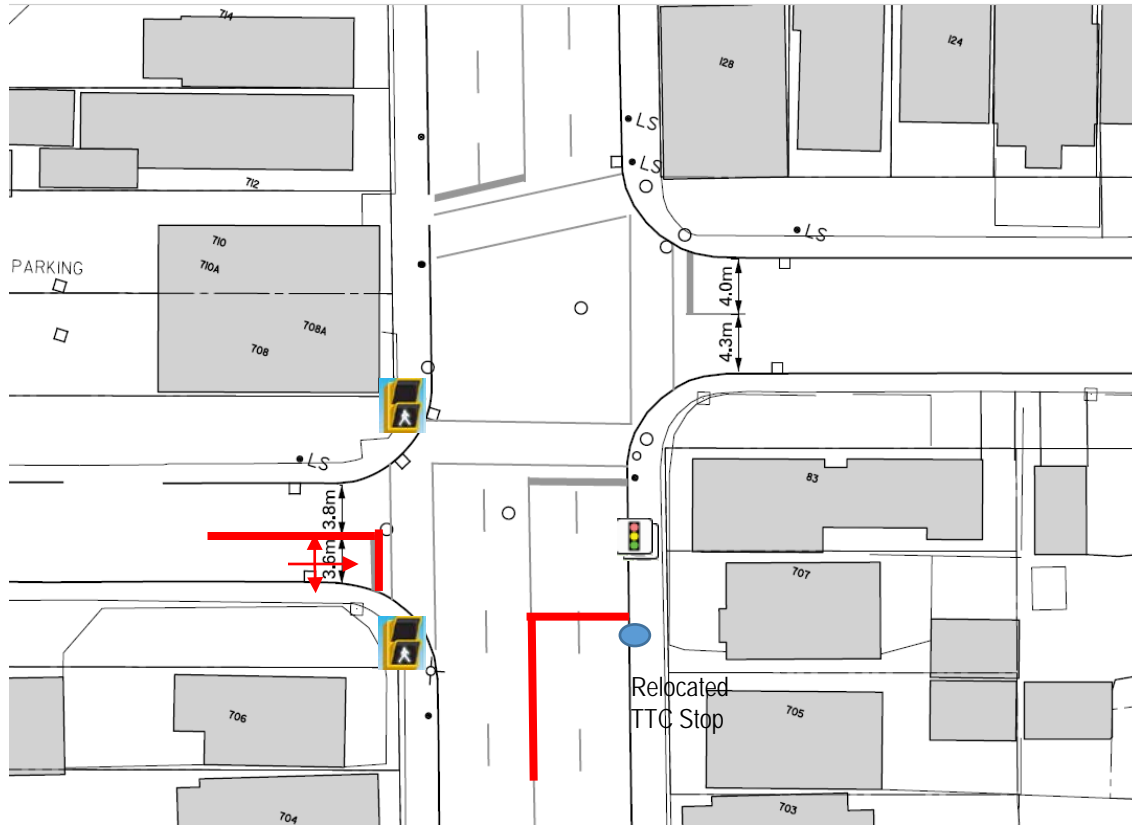
East leg

- Controlled by the traffic signal
- Vehicles can go left, right and thru

West leg

- Stop controlled (not controlled by the traffic signal)
- Right turn only from Pritchard Avenue onto Jane Street
- No thru or left turns are permitted
- **People cycling cannot cross the intersection from west to east** (without dismounting and using crosswalk)

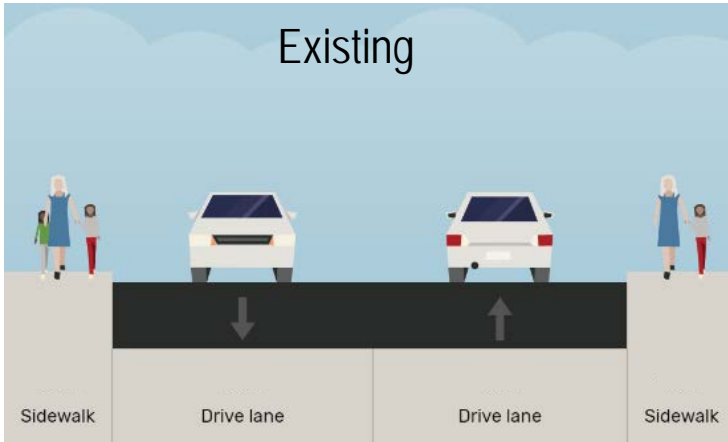
Proposed Changes: Jane Street and Pritchard Avenue Intersection



Impacts:

- Addition of the west leg of Pritchard Avenue into the traffic signal
- The traffic signal provides a safe connection for all people traveling eastbound
- Recommended 3 phase signal:
 - Northbound/Southbound Phase (with pedestrians)
 - Westbound Phase (with pedestrians)
 - Addition of Eastbound Phase only when a vehicle/bicycle is detected (no pedestrian crossing)
- Relocation required of the northbound TTC bus stop south
- 30m No Parking from signal results in **loss of 2-3 parking spaces** (14 spaces remaining/6 permits issued)

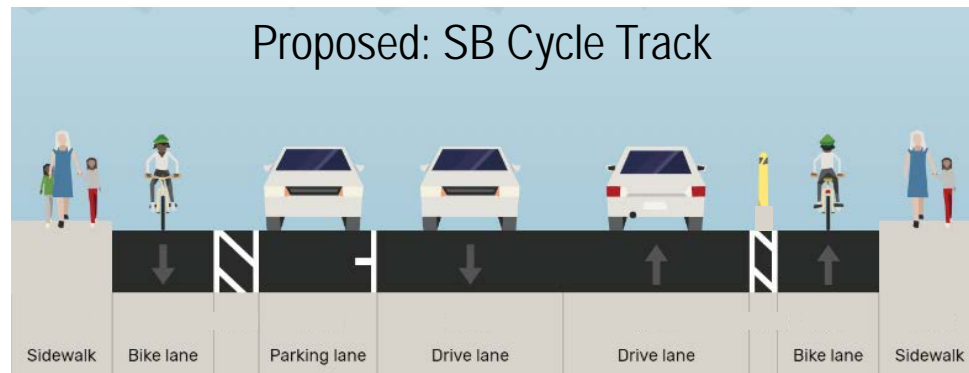
Castleton Avenue, Henrietta Street, and Runnymede Road



Impacts:

- Due to the width of the roadway, only the installation of shared lane markings can be accommodated
- Existing No Parking (both sides) would remain the same
- Runnymede Road speed limit proposed to be lowered to 40 km/h

Runnymede Road (St Clair Avenue W to Liverpool Street)



Impacts

- Proposed Installation of northbound barrier protected cycle track
 - Requires the removal of Pay and Display parking on east side (approx. 6 spaces)
 - No changes to number of parking spaces on west side
 - Runnymede Road speed limit proposed to be lowered to 40 km/h

Next Steps

- Online Consultation– June 2021
- Report to Infrastructure and Environment Committee and City Council – November 2021
- Construction – April 2022



FEEDBACK

Provide your feedback now at
toronto.ca/cycling-scarlett-runnymede

CONTACT US

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

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