



College Street Upgrades | Manning Ave to Bay St

November 15, 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.



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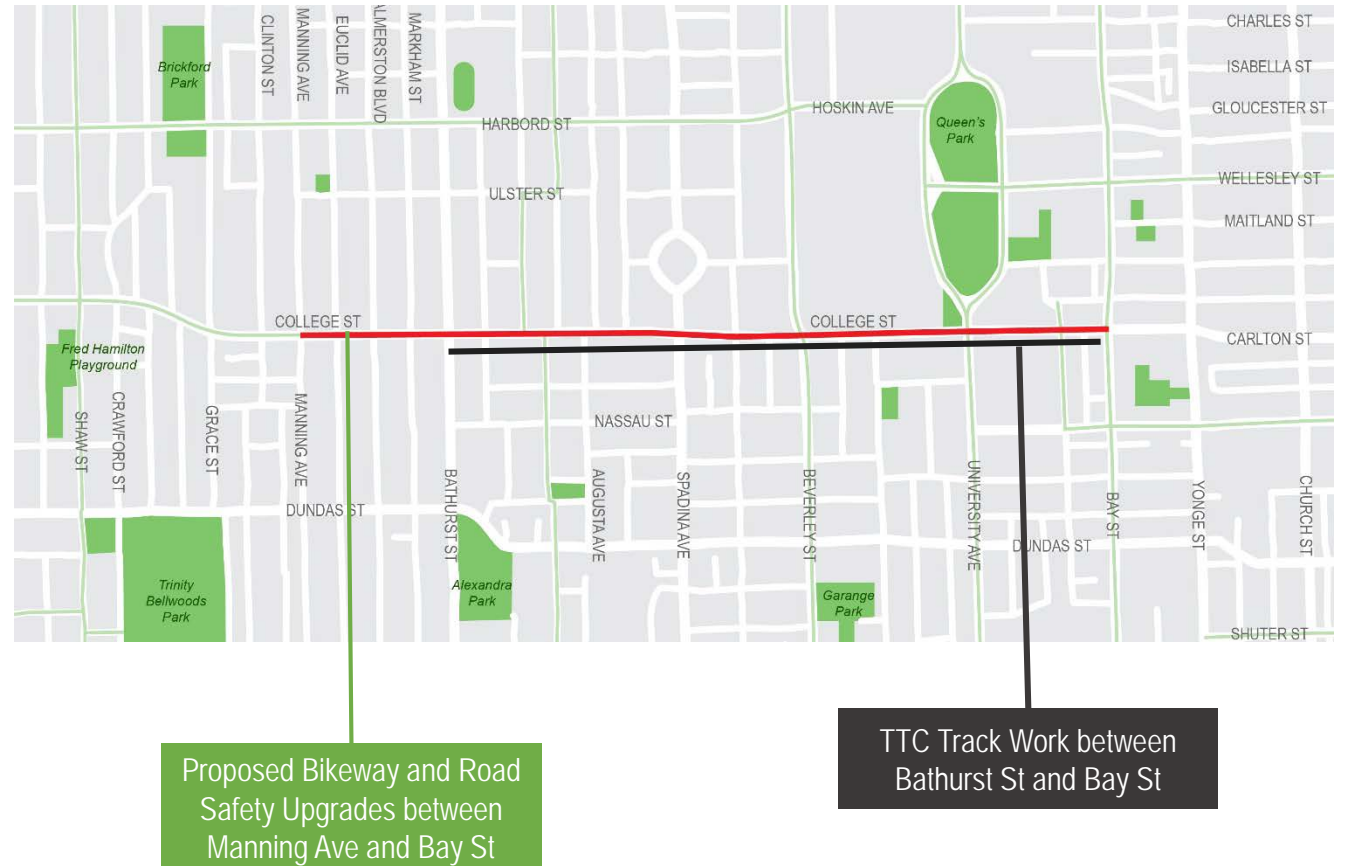
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Project Overview

Project Overview | Why Now?



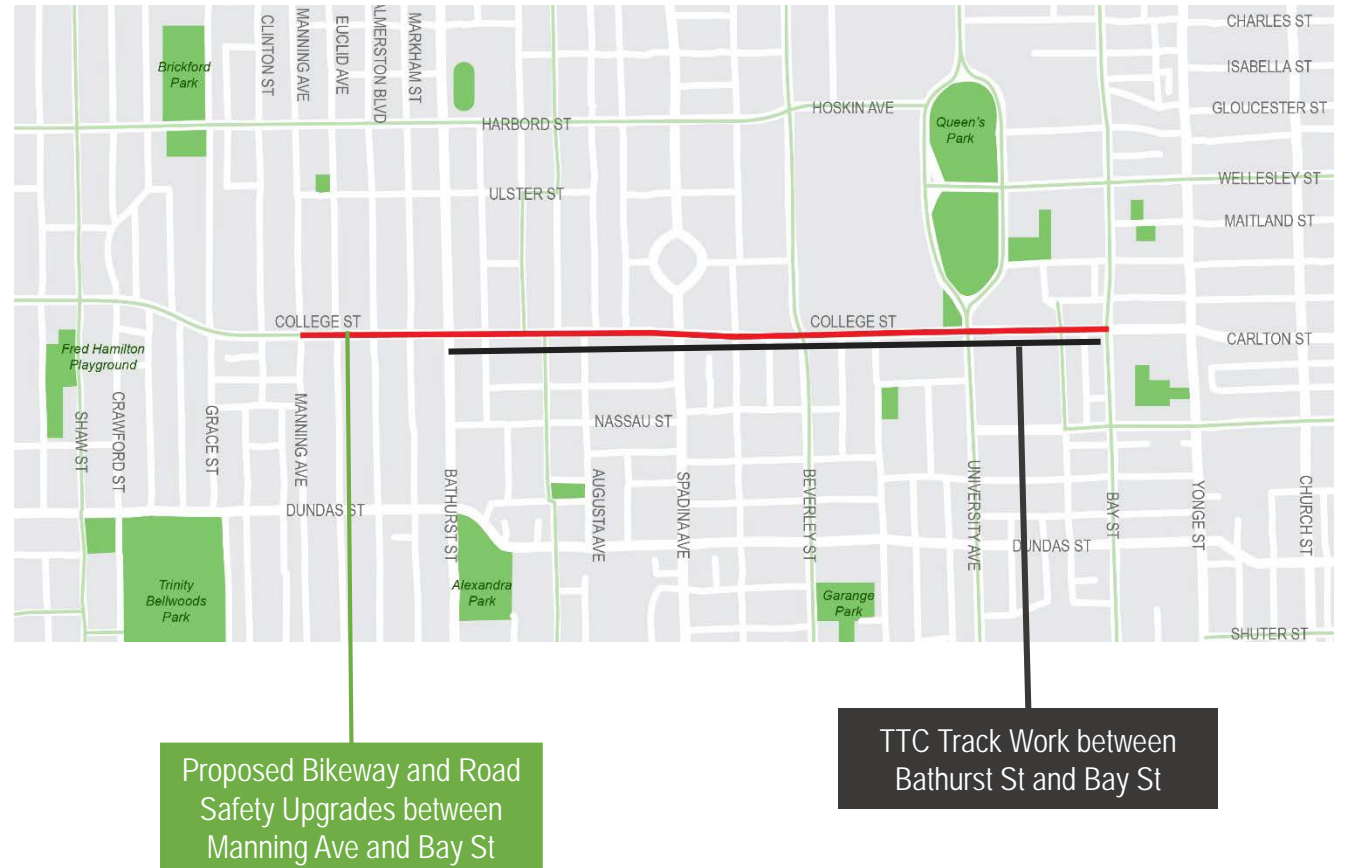
- TTC track replacement work is programmed for College Street between Bathurst Street and Bay Street in 2022
- TTC track replacement work is **required to ensure the longevity of the streetcar system** and is a required state of good repair project.
- City Council directed Transportation Services to **take a complete streets approach as part of state-of-good repair roadway reconstruction projects.**
- The needed replacement work provides an **opportunity** to modify College Street to add a separated bikeway and improve safety for all road users.



Project Overview | Project Description



- As part of the TTC track replacement work, **Transportation Services is proposing to upgrade the existing painted bike lanes to protected cycle tracks between Manning Avenue and Bay Street.**
 - Between Manning Avenue and Spadina Avenue, this change will require the removal of the existing layby parking and replace the parking with off peak curb lane parking
 - Between Spadina Avenue and Bay Street, this change will require the narrowing of the vehicle lanes.
- Where possible, Transportation Services is proposing to install raised crossings, planted bulb outs and improve the conditions of existing trees on the corridor.





1. Improve safety for people cycling and walking

Provide safer bikeways and pedestrian crossings at key locations.

2. Encourage cycling and walking by improving the bikeway and making the street more pleasant

Make cycling a more comfortable and social experience. Provide additional shade and better pedestrian crossings.

3. Support local businesses

Maintain parking supply, increase bicycle parking and make College Street a destination and a street to linger on to support local businesses

Why Consider Changes?

Why Consider Changes? | Policy and Rationale for Road Safety



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 users 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



Office of Recovery and Rebuild COVID-19

Accelerate or make permanent the initiatives taken quickly to support crisis response during COVID-19. Create a healthy, less car-dependent and connected city for all uses, ages and abilities.



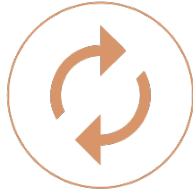
Connect

Connect gaps in the network, and people to places



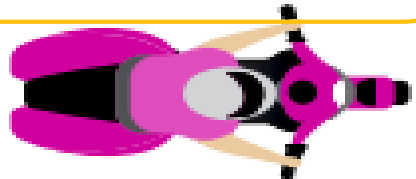
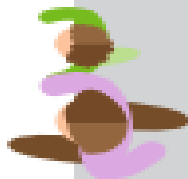
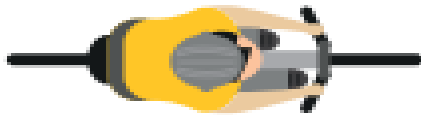
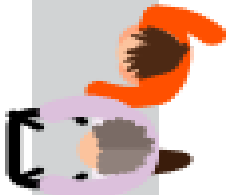
Grow

Grow the cycling network into new parts of the city



Renew

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

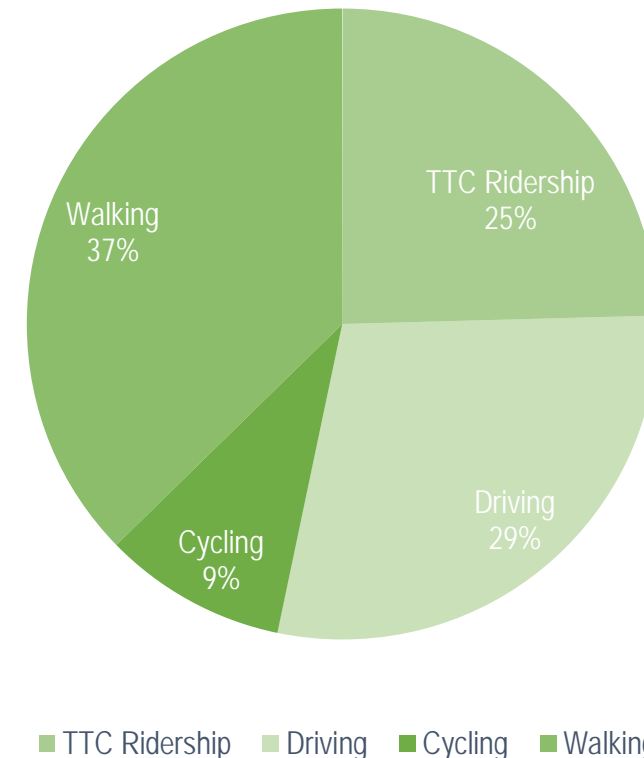


Why Consider Change? | Existing Travel Patterns



- For trips originating in the Ward 11 neighborhood*, approximately 68% of trips are taken by foot, bike, and transit including:
 - 17,600 cycling trips/day
 - 70,000 walking trips/day
 - 46,000 transit ridership/day
- College Street has historically been one of the busiest corridors for cycling in the City with over **6,800 cycling trips/day in the summer** and **2,500 cycling trips/day** in the winter

Existing Mode Split



* Based on 2016 Transportation Tomorrow Survey data for the former Ward 20

Why Consider Change? | Vision Zero



- The **Vision Zero Road Safety Plan** is a bold pledge to improve safety across our city using a data-driven and targeted approach, focusing on the locations where improvements are most needed. The City is committed to Vision Zero and accepts its fundamental message: fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to ZERO.
- Between 2010 and 2020, **25 people have been seriously injured** in on College Street including:
 - 12 people walking,
 - 9 people cycling,
 - 2 people on motorcycles, and;
 - 2 people driving.
- And **3 people have been killed** including:
 - 1 person driving, and;
 - 2 people walking
- The **lost of life and serious injuries on College Street are unacceptable** and the roadwork planned in 2022 is an opportunity to take a Vision Zero approach and ensure people traveling on the corridor are safer.

Traditional Road Safety Approach	Vision Zero Approach
Traffic fatalities are inevitable.	Traffic fatalities are preventable .
Crashes are caused by non-compliant road users.	Humans make mistakes. The roadway system should be designed and operated so those mistakes are not deadly.
Try to reduce all collisions.	Prevent collisions that result in serious injuries and fatalities. No serious injuries or loss of life is acceptable.
Individual road users are responsible for their own safety.	Safety is a shared responsibility between those who design, operate, maintain, and use the road.
Reactive to historical crashes.	Proactive and systemic prioritization.

Why Consider Change? | TransformTO



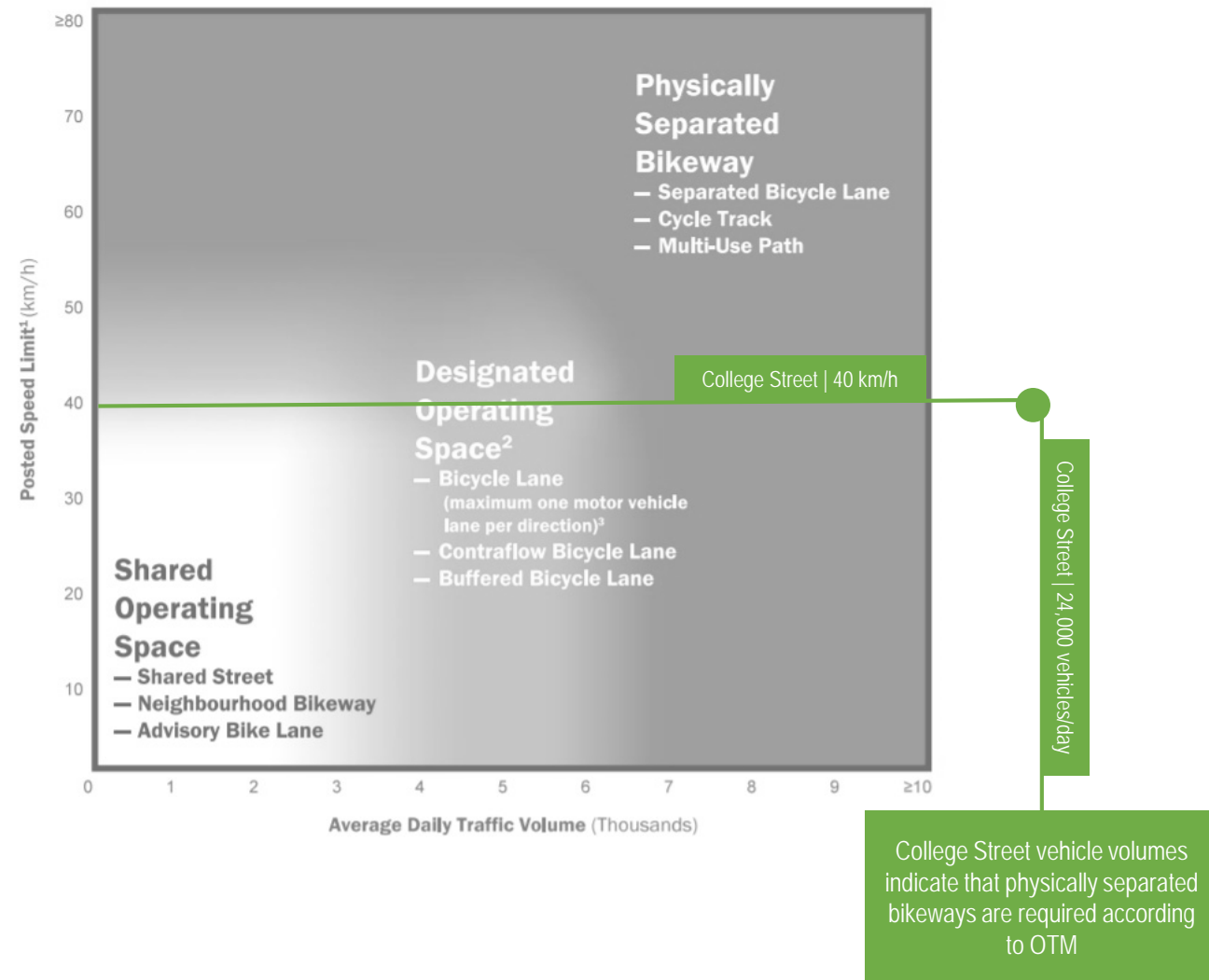
- **TransformTO is Toronto's ambitious climate action strategy.** Unanimously approved by City Council in July 2017, it includes a set of long-term, low-carbon goals and strategies to reduce local greenhouse gas emissions and improve our health, grow our economy, and improve social equity.
- On October 2, 2019, City Council voted unanimously to declare a [climate emergency](#) and accelerate efforts to mitigate and adapt to climate change, adopting a stronger emissions reduction target of net zero by 2050 or sooner.
- Transportation sources in Toronto are responsible for **just over one third (38%)** of local GHG emissions.
- TransformTO sets an ambitious goal that active transportation (cycling and walking) account for **75% of trips under 5 km citywide by 2050**. As of 2016, **only 37% of trips under 5 km citywide were taken by foot or bike.**
- Redesigning streets to improve safety and comfort for people cycling and walking is one way to achieve TransformTO active transportation goals.



Why Consider Change? | Bikeway Design Guidelines



- The City of Toronto's bikeway designs are guided by Transportation Association (TAC) Geometric Design Guide for Canadian Roads, the Ontario Traffic Manual (OTM) and City adopted guidelines.
- In all of the above guiding documents, motor vehicle **speed and volume** are the most important criteria to identify the right bikeway for a street.
- College Street between Manning Avenue and Spadina Avenue has **24,000 vehicles/day** and a **posted speed of 40 km/hour**.
- Based on the speed and volume of traffic, the recommended bikeway type for College Street is a **cycle track** in all the guiding documents.



Why Consider Change? | Winter Service Challenges



- To meet the goals in TransformTO and the Vision Zero Road Safety Plan, **cycling must be safe year round.**
- Cycling volumes over the past five year indicate that about 20% of the peak summer cycling volumes continue through winter. College Street has a daily summer average of **over 6,800 cycling trips**, and **daily winter counts recording between 1,000 to over 2,500 cycling trips.**
- **The existing layby parking creates challenges for winter servicing.** The photo to the right is a common condition during the winter, where vehicles are parked mostly in the bike lane due to windrows that can't be cleared without towing the parked vehicles.



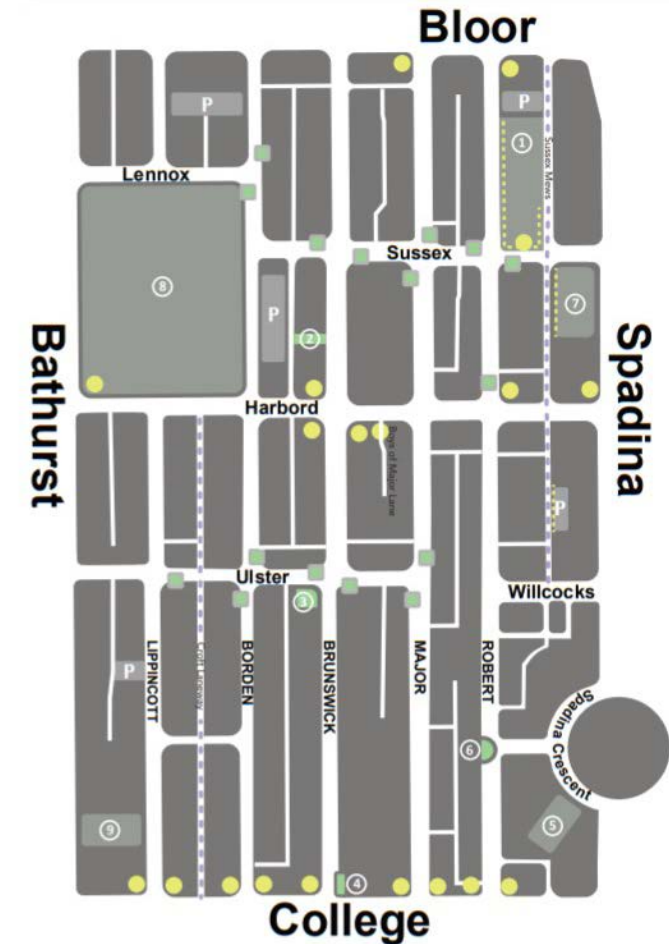
Why Consider Change? | Realizing the Community's Vision



- In 2015, City Council and the Harbord Village Residents Association adopted the **2015 Harbord Village Green Plan**.
- The Harbord Village Green Plan identified planting opportunities at side street flankages along College Street including:
 - Lippincott Street (east and west flankings)
 - Borden Street (east and west flankings)
 - Brunswick Street (west flanking)
 - Major St (east and west flanking)
 - Robert St (east and west flanking)

MAP KEY

Public Green Space	1. Aura Lee Playing Field	Laneway Greening Opportunities
Semi-Public Green Space	2. Sally Bird Park	Corner Opportunities
Planters	3. Margaret Fairley Park	Threading Opportunities
	4. Brunswick Parkette	
	5. King Edward Public School Field	
	6. Robert Street Pinchpoint	
	7. 666 Spadina	
	8. Central Tech Field	



Why Consider Change? | Realizing the Community's Vision



- In 2020, City Council and the Palmerston Area Residents Association adopted the **PARA Green Plan 2020**.
- The PARA Green Plan recommends to:
 - **Continue to support increased bike infrastructure** in our community including bike lanes, contra-flow lanes, and bike share stations.
 - **Support the increase in tree planting** on major corridors including College Street



Why Consider Changes? | Expanding on the Borden-Brunswick Project



- In 2020, City Council approved the installation of the Borden- Brunswick contra-flow bike lane project.
- As part of that project, a bi-directional cycle track and new TTC streetcar boarding platform were approved on the southside of College Street between Lippincott Street and Bellevue Avenue to connect the existing Bellevue-Denison cycling routes to the new Borden-Brunswick routes.
- This project will build on this work to the east and west with the design and construction integrated as one project in 2022.



Design Features

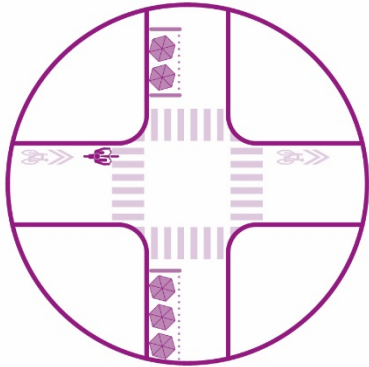
Design Features | Design Principles



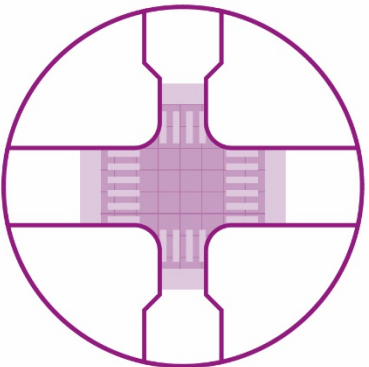
Streets are Public Spaces



Streets are Great for Businesses



Streets can Transform



Design for Safety



Streets are Eco-systems

Design Features | Raised Pedestrian Crossings



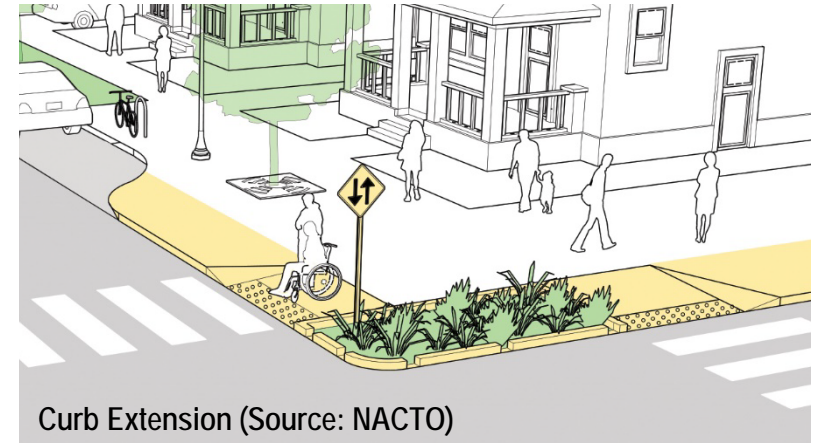
- As part of the College Street Project, Transportation Services is proposing the inclusion of raised crossings at local street crossings
- **Raised Crossings:**
 - Create a safe, slow-speed crossing and public space at minor intersections
 - Reinforces slow speeds and encourages people driving to yield to people walking
 - Improves the visibility of people walking
 - Reduces ponding of water/slush/ice at intersections



Design Features | Curb Extensions



- As part of the College Street Project, Transportation Services is proposing the inclusion of curb extensions at all intersections where feasible
- Curb extension:
 - Reduces crossing distances for people walking + improves sight lines
 - Reduces turning vehicle speeds
 - Provides more public space for pedestrians
 - Improves accessibility and user experience for all pedestrians
 - Additional space for new trees, plantings and/or street furniture like trash cans and bicycle racks



Curb Extension (Source: NACTO)

Design Features | Bikeway



- As part of the College Street Project, Transportation Services is proposing the inclusion of cycle tracks
- 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



Design Features | Transit Upgrades



- As part of the College Street Project, Transportation Services is proposing raised and improved transit platforms.
- **Transit Platforms:**
 - Transit platforms are used at TTC stops and are meant to designate a space for both cyclists and passengers boarding/un-boarding the transit vehicle.
 - On the platforms, pedestrians wait outside of the designated strip lines and cross the yellow lines when boarding/un-boarding.
 - People cycling yield to the pedestrians boarding/un-boarding the transit vehicles by waiting at the designated space before the platform.



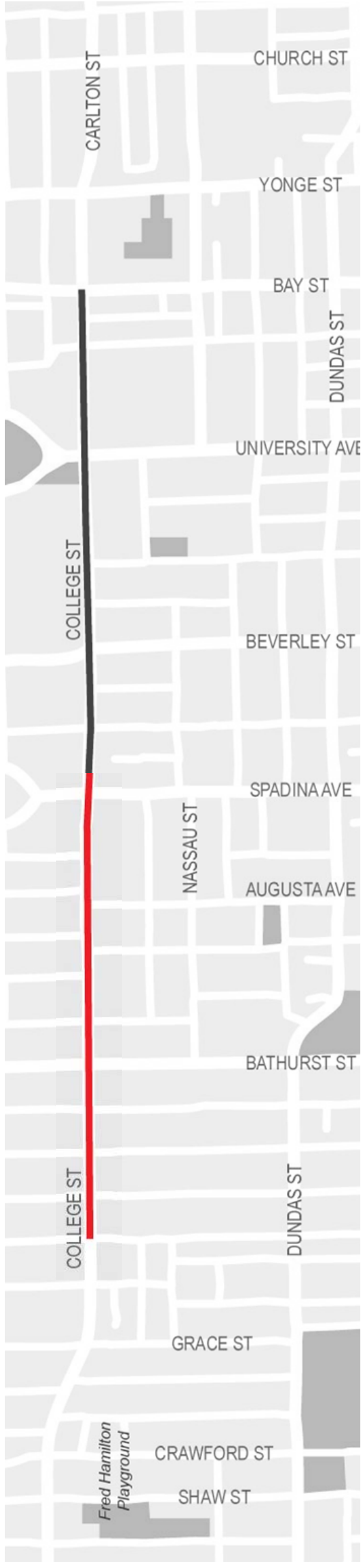
Proposed Design | Manning to Spadina

- Raised bikeways and transit stops
 - Removal of the parking laybys
- Raised crossings and bulb-outs

Manning to Spadina | Existing Conditions



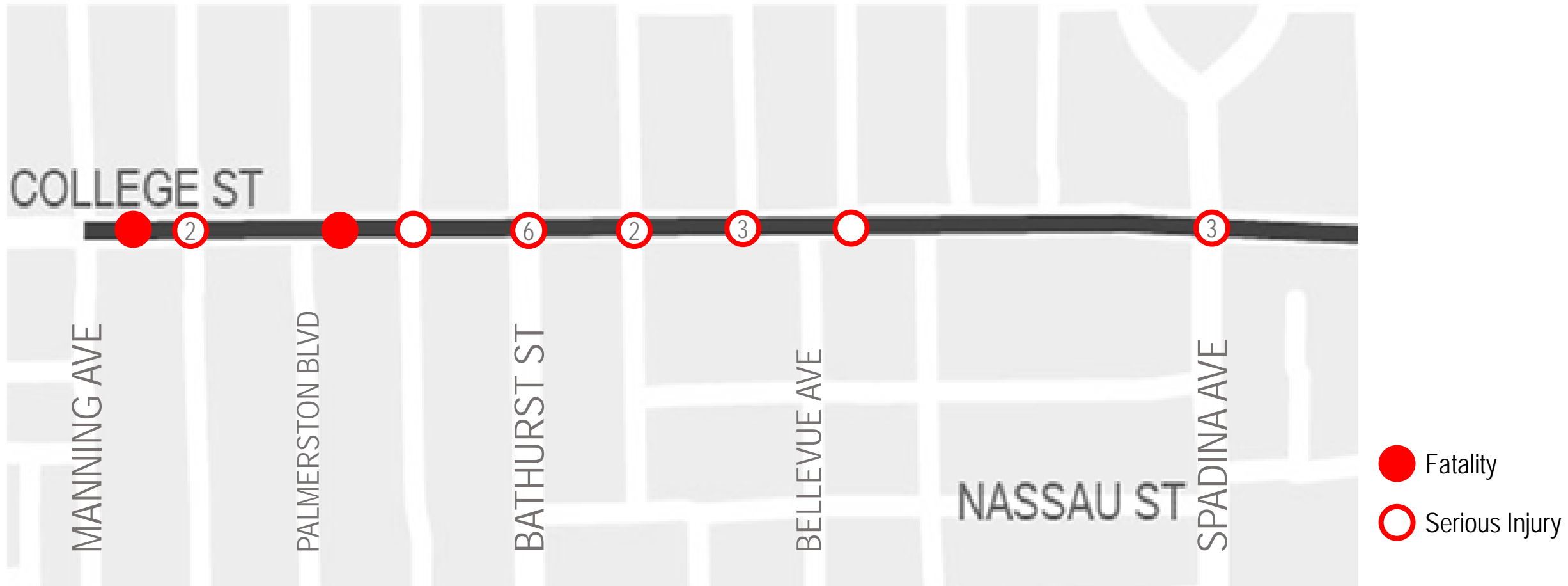
- **Total Roadway Width:** ~20.1m curb to curb including parking bays
- **Traffic volume:**
 - Motor vehicles: 24,000 per day (Jun. 2018)
 - Bicycles: 6,800 per day (Jun. 2018)
 - Pedestrian: 11,000 per day (Jun. 2018)
- **Bikeway Type:** Painted bicycle lanes on both sides
- **Vehicle Lanes:**
 - 2 lanes per direction with TTC streetcar in median lane
 - No dedicated turn lanes
- **Safety/Collision:**
 - Killed/Seriously injured: 20 (last 10 years)
- **Speed:** 40 km/h posted speed
- **On Street Parking:** Parking bays on both sides of street
- **Transit:**
 - 506 Streetcar route
 - Platforms WB at Bathurst Street and EB at Spadina Avenue



Manning to Spadina | Serious and Fatal Collision Locations



The map below shows the collision locations where someone was seriously injured or lost their lives. From 2010 to 2020, 20 people have been seriously injured or lost their lives on College Street between Manning Avenue and Spadina Avenue. All the serious injuries occurred at intersections. The two fatalities happened at midblock locations.



Manning to Spadina | Existing Conditions



Manning to Spadina | Existing and Proposed Design



College St - Manning-Spadina Midblock Existing



College St - Manning-Spadina Midblock Proposed



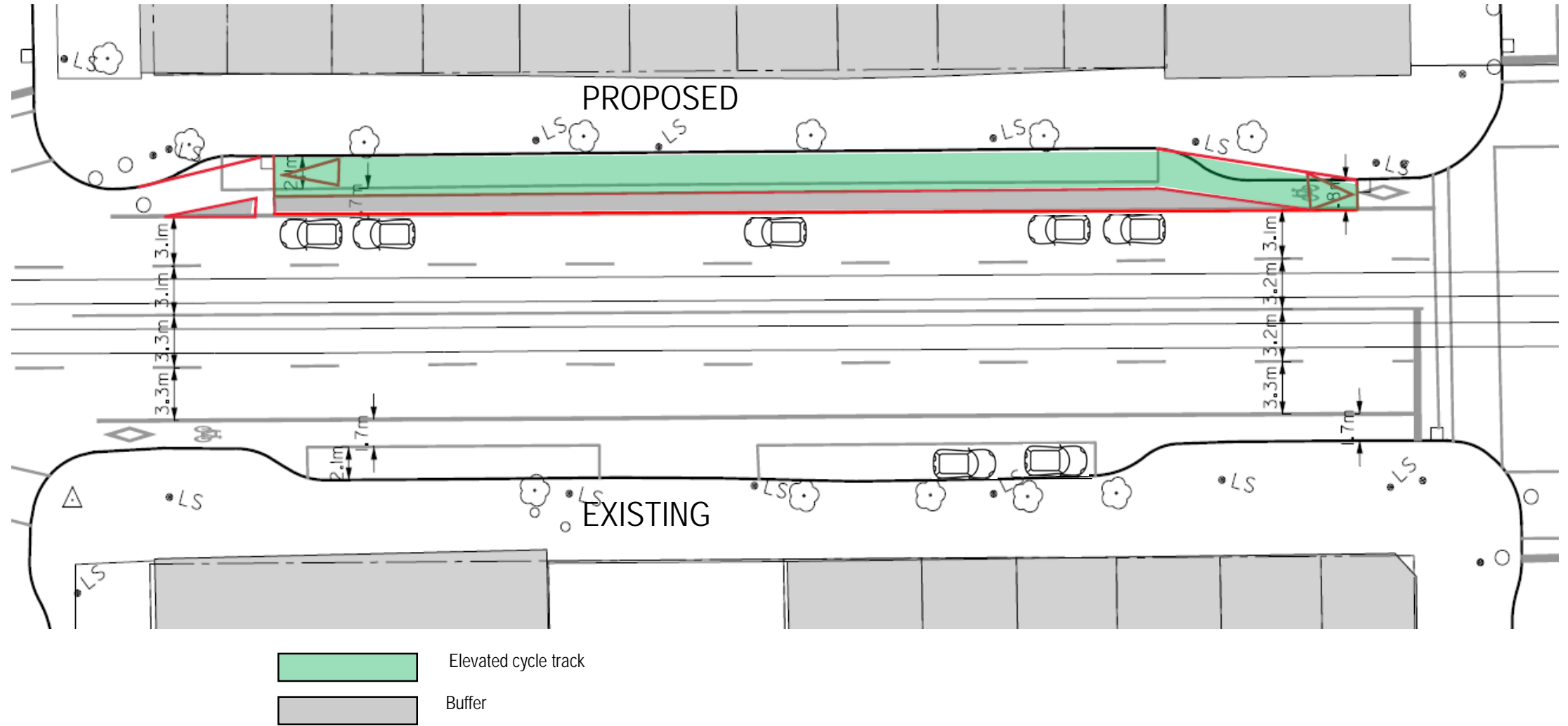
Manning to Spadina | Proposed Mid-Block Design



- **Bikeway:** Elevated cycle track would be provided in area currently used for parking laybys.
- **Vehicle Lanes:**
 - 2 lanes in each direction with TTC streetcar in median lane unchanged
 - New curb line would follow previous bike lane line
- **On Street Parking:** Parking would be permitted in curb lane with **peak period parking restrictions** to maintain traffic flow (similar to west of Manning Avenue). In the off peak hours, this will have a positive effect in traffic calming, as there would only be one remaining vehicle lane in each direction.
- **CafeTO:** Future CafeTO installations will be accommodated in the curb lane with enhanced markings for cycle track crossing locations.



Manning to Spadina | Proposed Mid-Block Design



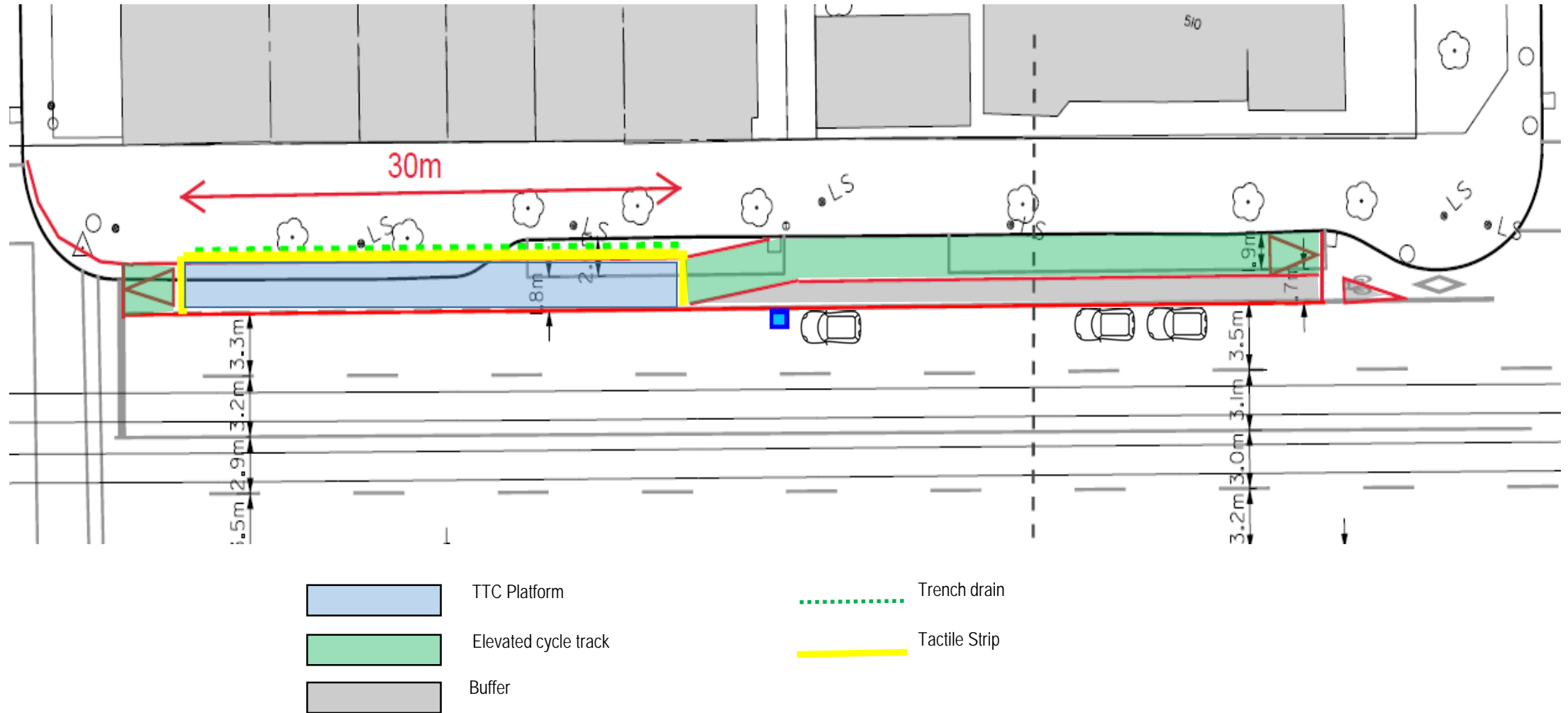
Manning to Spadina | TTC Stops Accessibility



- **Length:** Required length of platforms is 30m
- **Impacts:**
 - Length of platforms will result in **loss of on-street parking** to ensure stops are to standard and accessible
 - The civil construction required may have impacts to tree pits, which would be confirmed through an arborist report.
 - Relocation of traffic signal poles at several intersections may be required.
 - The centre transit island stops at Bathurst Street and Spadina Avenue will remain as is.



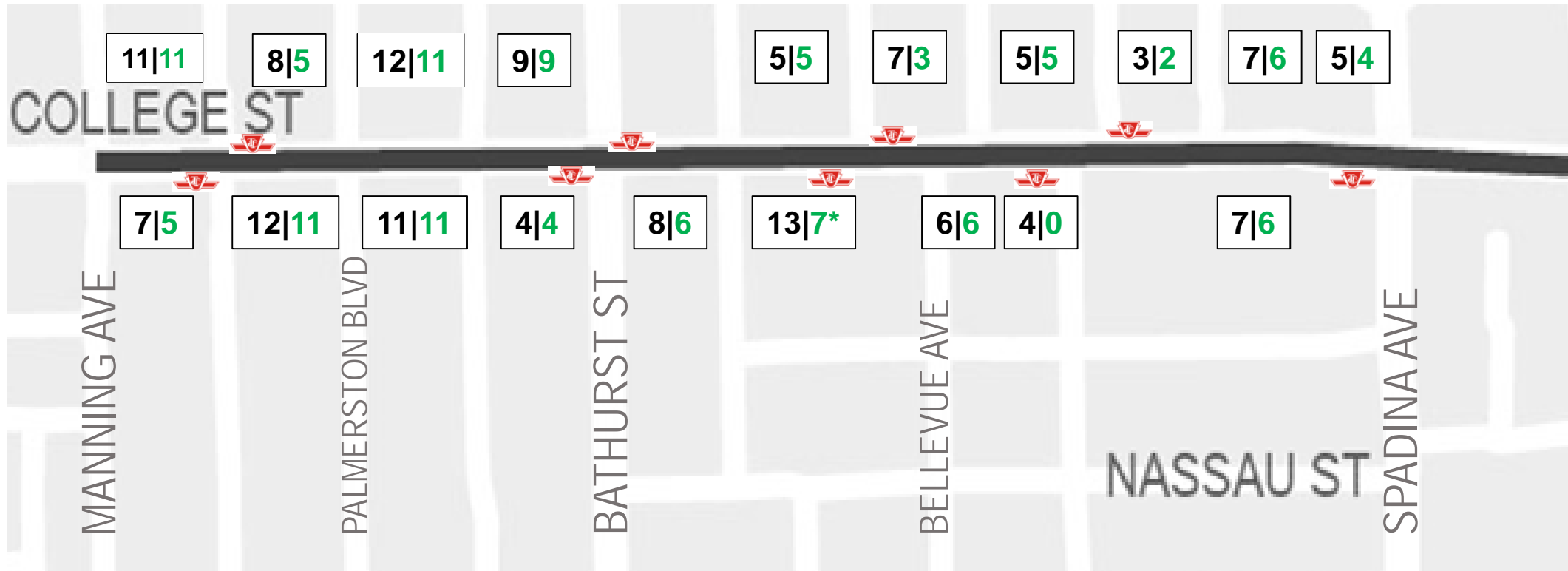
Manning to Spadina | TTC Stops Accessibility



Manning to Spadina | Proposed On-Street Parking Impacts



Summary of Parking Impacts		
Existing Parking	Proposed Parking	Parking Retained
144	117	81%



Manning to Spadina | Pedestrian Accessibility Design



- All intersections will be brought up to accessibility standards including installation of tactile warning indicators
- Raised intersections are being considered at Robert Street, Major Street and Brunswick Street
- Staff are currently reviewing the opportunities for street tree plantings based on underground utility locations at all flankages of side streets along the corridor including those explicated recommended in the HVRA plan:
 - Lippincott Street (east and west flankings)
 - Borden Street (east and west flankings)
 - Brunswick Street (west flanking)
 - Major Street (east and west flanking)
 - Robert Street (east and west flanking)



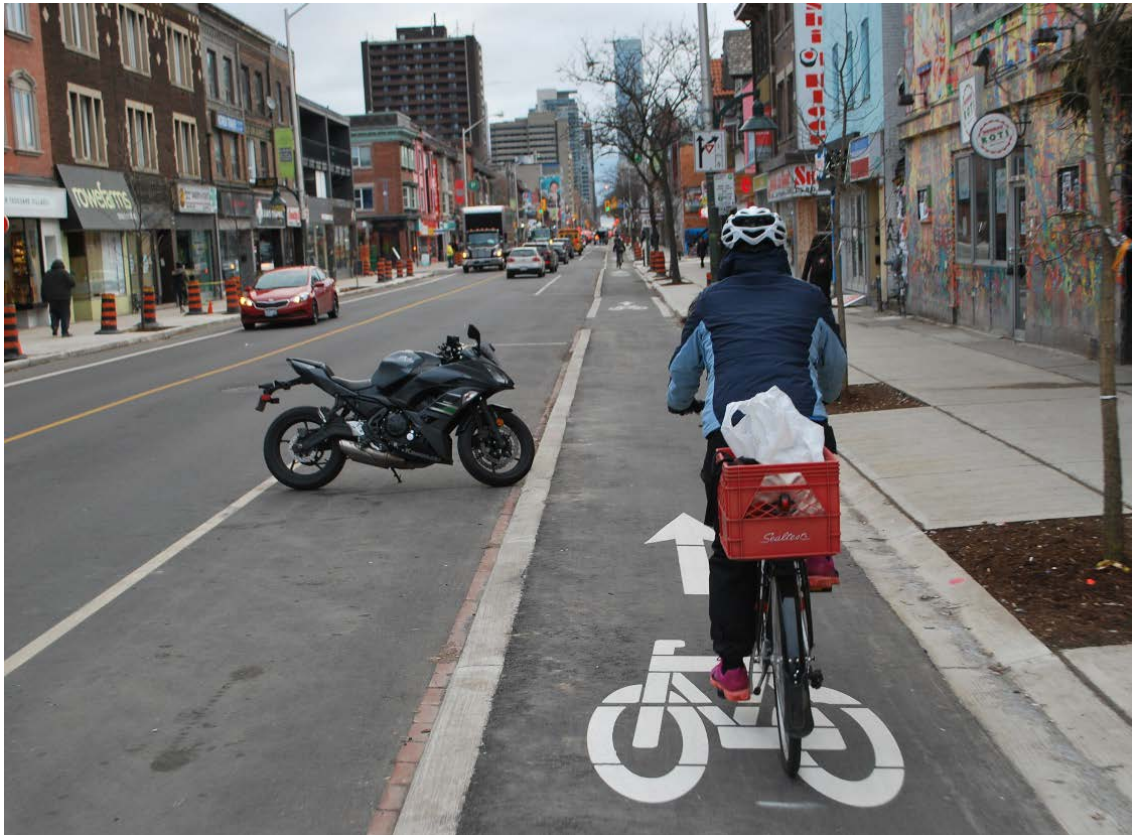
Manning to Spadina | Side Streets and Trees



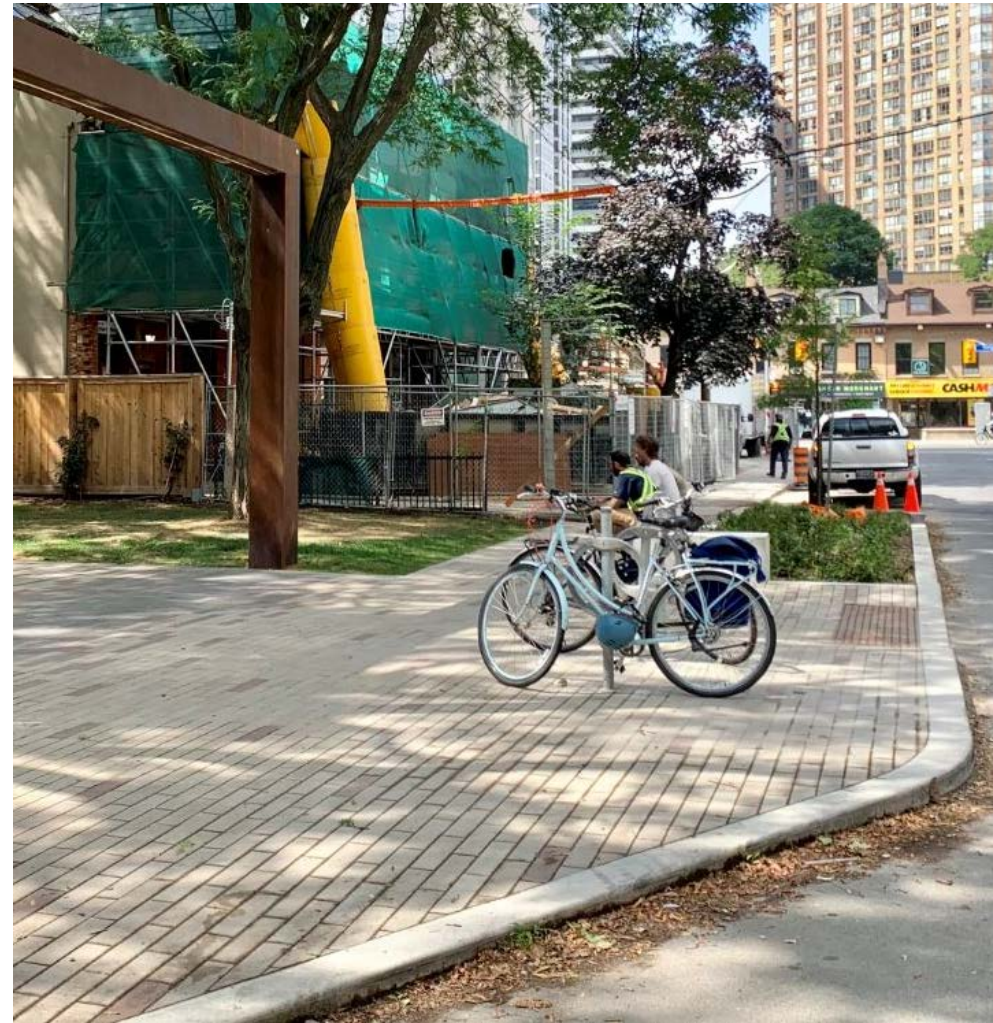
- **Existing Trees:** Where possible, Transportation Services is evaluating the potential to improve the condition trees by increasing soil volume.
 - The image to the right is the typical cross section of the cycle track design on College St near Borden St. The existing tree pits will be modified to have a continuous soil trench.
- **New Trees:** Transportation Services is currently evaluating the potential for new trees. The focus is on the flankages recommended in the PARA and HVRA Green Plan.



Manning to Spadina | Mid-Block Design Examples



Manning to Spadina | Side Street Design Examples



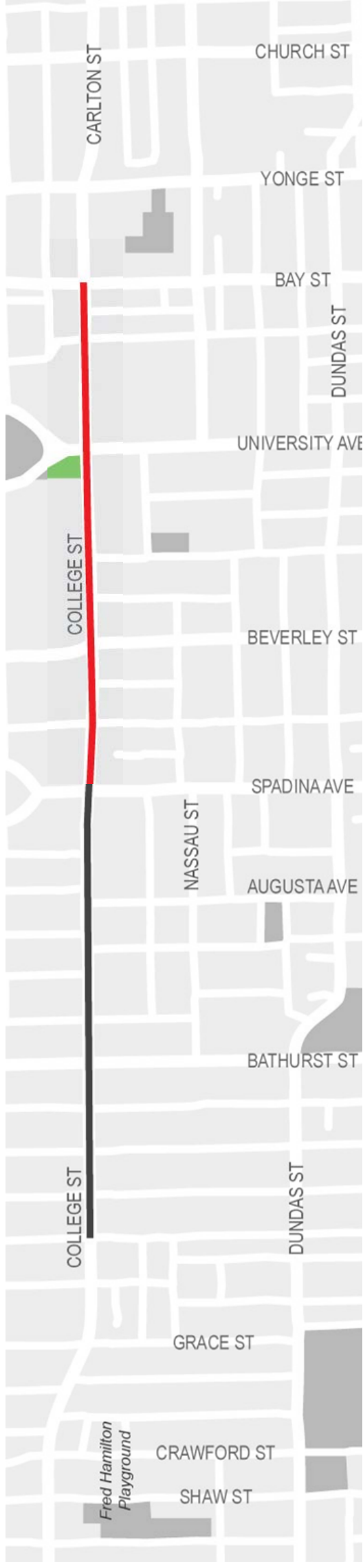
Proposed Design | Spadina to Bay

- Street level bikeways with cast in place curb

Spadina to Bay | Existing Conditions



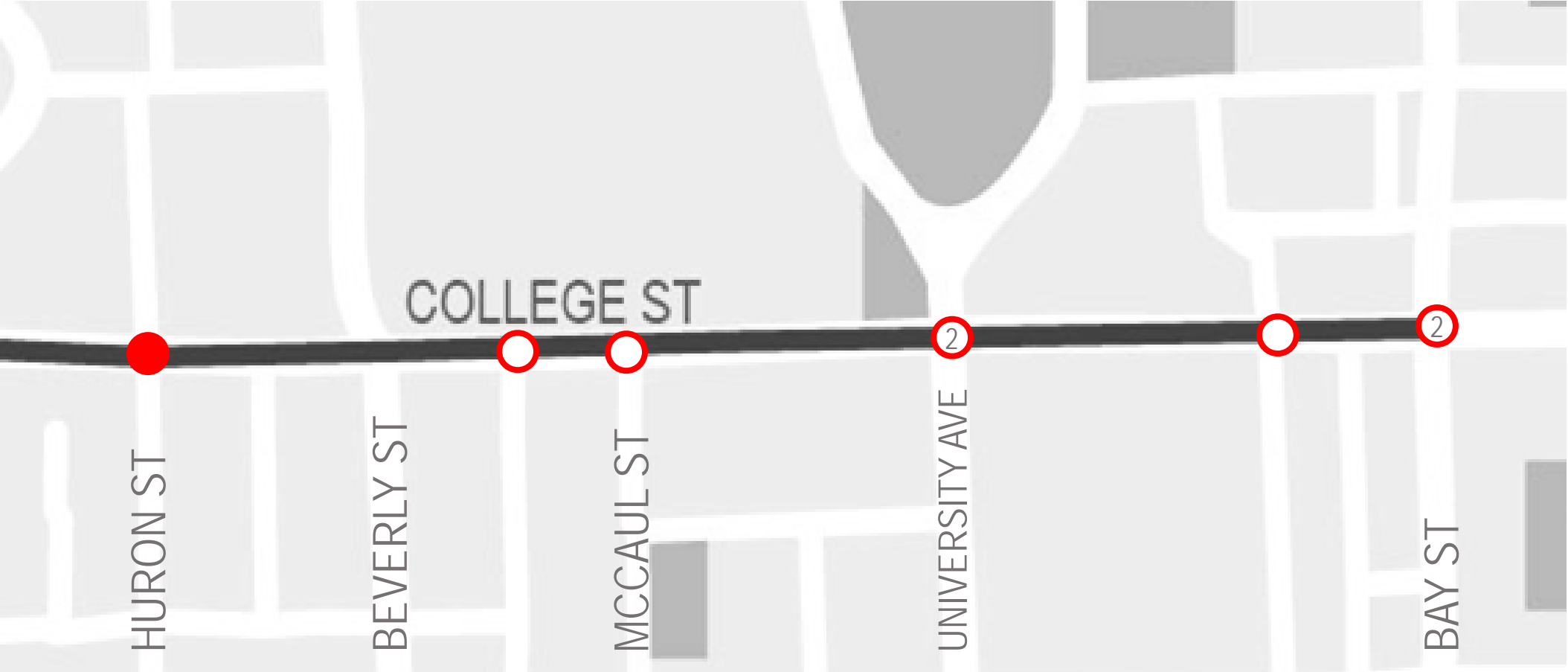
- **Total Roadway Width:** ~16.5m curb to curb
- **Bikeway Type:** Bicycle lanes on both sides
- **Vehicle Lanes:**
 - 2 lanes in each direction with TTC streetcar lane in median
 - No dedicated turn lanes
- **Speed:** 40 km/h posted speed
- **Traffic volume:**
 - Motor vehicles: 25,600 per day (Jan. 2017)
 - Bicycles: 3,900 per day (Jun. 2021)
 - Pedestrian: 12,000 per day (Jun. 2021)
- **Safety/Collision:**
 - Killed/Seriously injured (KSI): 8 (last 10 years)
- **On Street Parking:** No parking on either side
- **Utilities:** The location of the utility poles in this section are in close proximity to the curb, limits the options available for providing separation.



Spadina to Bay | Serious and Fatal Collision Locations

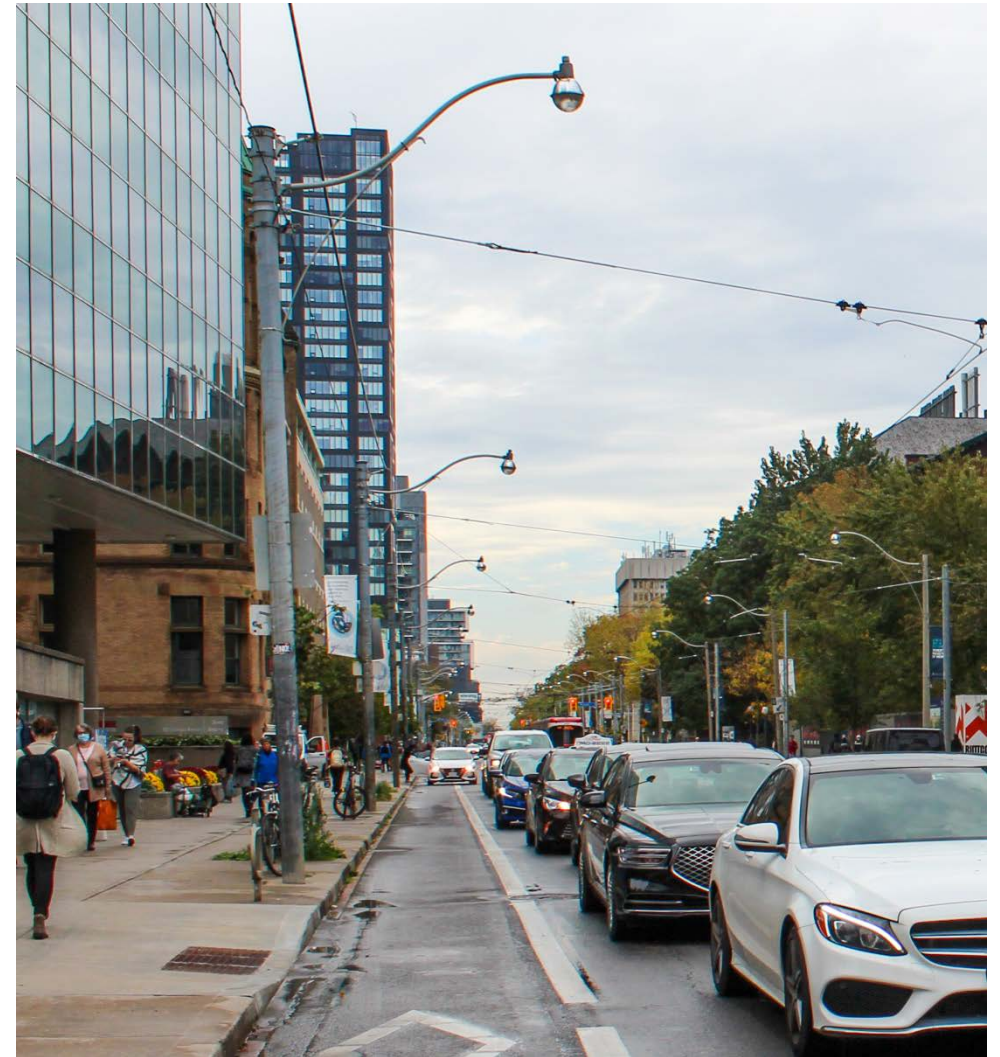


The below map shows the collision locations where someone was seriously injured or lost their lives. From 2010 to 2020, 8 people have been seriously injured or lost their lives on College Street between Spadina Avenue and Bay Street (the Spadina Avenue intersection collisions are not included in this map). All the serious injuries and fatalities occurred at intersections and all the people hurt were either walking or cycling.



- Fatality
- Serious Injury

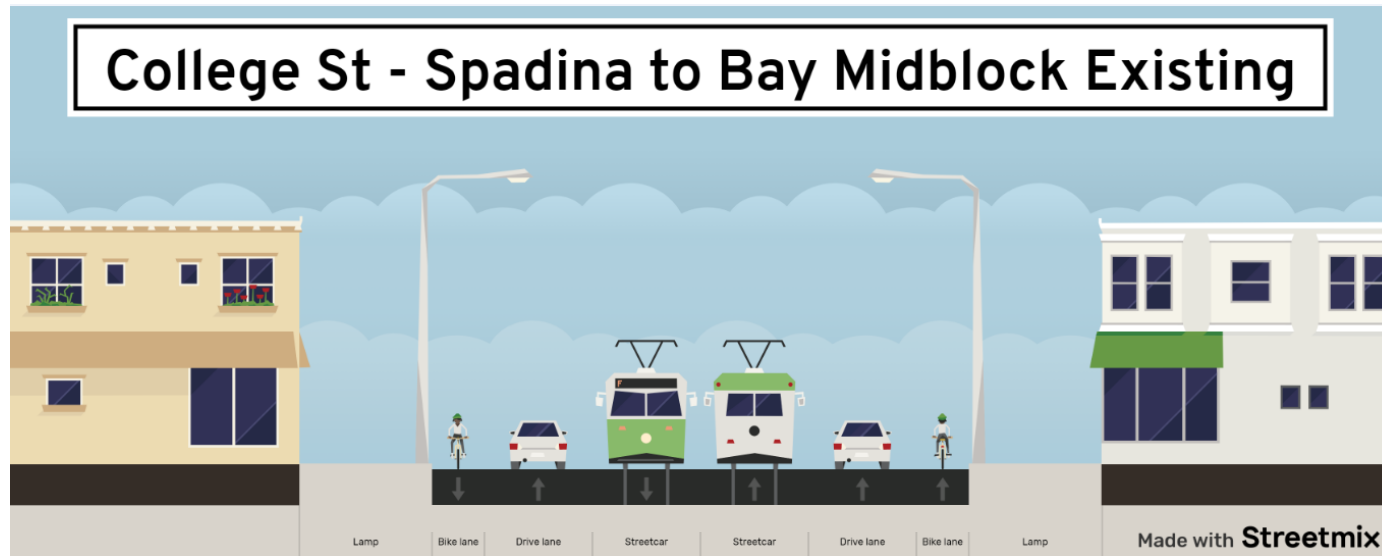
Spadina to Bay | Existing Conditions



Spadina to Bay | Proposed Mid-Block Design



College St - Spadina to Bay Midblock Existing



College - Spadina to Bay Midblock Proposed



Spadina to Bay | Proposed Mid-Block Design



- **Bikeway:**
 - A street level cycle track is proposed with a cast in place curb providing the separation.
 - The bike lane will 1.5 to 1.6 m, which is narrower than City guidelines recommend.
- **Vehicle Lanes:**
 - 2 lanes in each direction with TTC streetcar in median lane unchanged
 - New cast in place curb would follow previous bike lane line
- **On Street Parking:** No impact to parking
- **TTC Stops:** Existing green marking treatment maintained with breaks in curbs provided for bus service to pull to the curb if/when needed



Next Steps

How are Decisions Made?



Public Inputs:

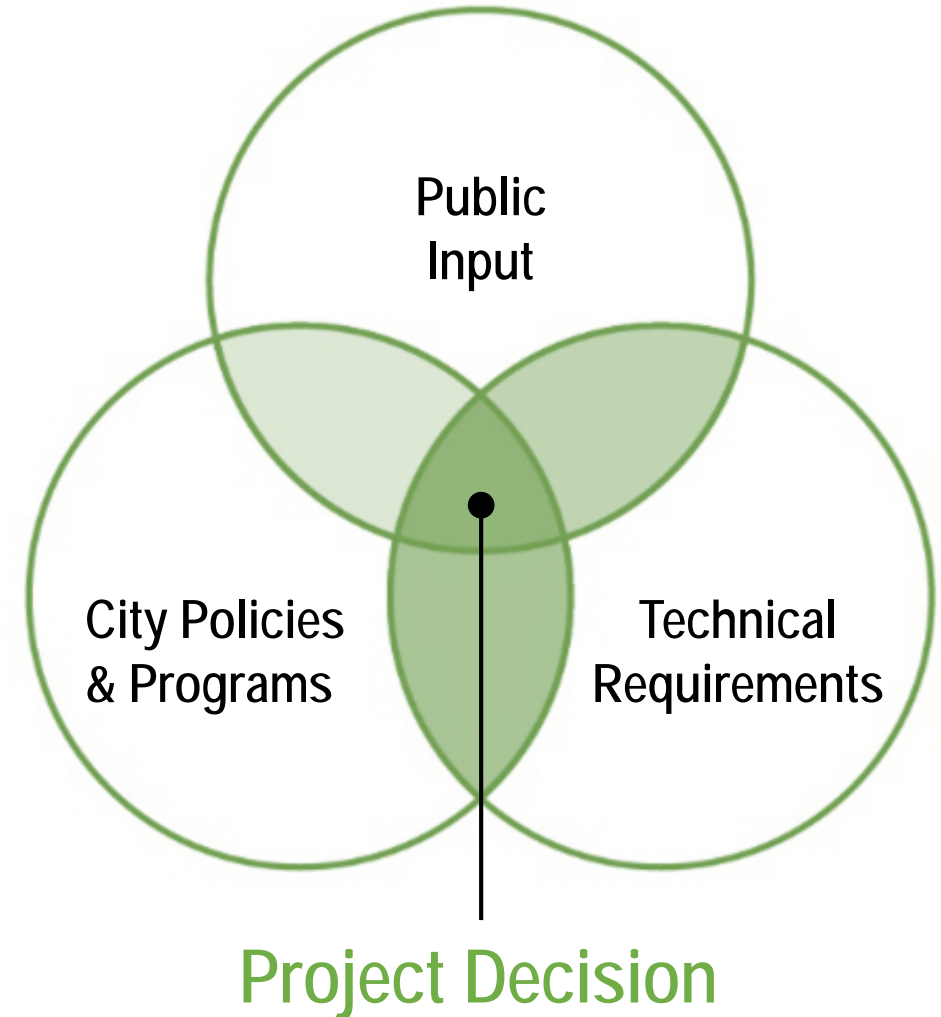
- Share community expertise and advise of concerns, opportunities and priorities through lived experience

City Policies and Programs:

- Ensures that the City's Accessibility Design Guidelines, Climate Action Strategy and other Council directives are included

Technical Requirements:

- Infrastructure Requirements (State of Good Repair)
- Universal Design
- Construction Standards






Coordination with Nearby Projects



Transportation Services has a number of projects that connect to the College Street project.

You can find information on each project at the links below:

-  Kensington Market 2022 and 2023 Projects: toronto.ca/KensingtonSafeStreets
-  Palmerston Avenue Cycling Connections Project: toronto.ca/PalmerstonTecumseth
-  Wellington Street Cycling Project: Upcoming



Next Steps

- Stakeholder Meeting – November 2, 2021
- Public Meeting – November 15, 2021
- Public Feedback Period Deadline – November 29, 2021
- Engagement summary posted on project website – December 2021
- Report to Infrastructure and Environment Committee and City Council – Q1 2022
- Installation – Summer 2022



CONTACT US

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

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