

DOURO ST/ WELLINGTON ST W STAKEHOLDER MEETING

Road Safety & Bikeway
Improvements
(King St to Blue Jays Way)





We acknowledge the land we occupy 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 **First Nations**, **Inuit** and **Métis** peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

Welcome:

Councillor Joe Cressy, Ward 10

Presenters:

Elli Papaioannou, Transportation Services, Senior Project Manager

Facilitation & Meeting Support:

Robyn Shyllit, Public Consultation Unit, Supervisor

Dominic Cobran, Public Consultation Unit, Senior Coordinator

Background

2020 Douro Street-Wellington Street Bike Lanes



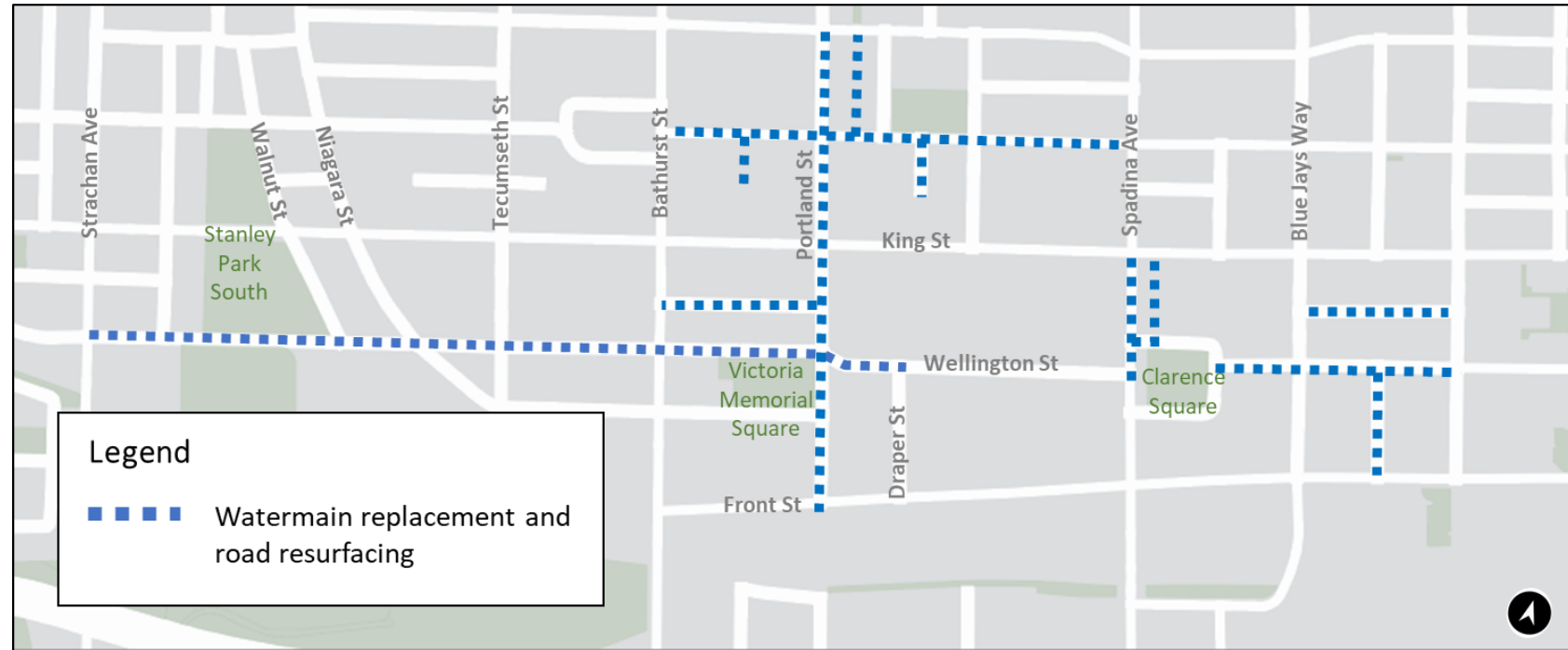
- In 2019, Transportation Services consulted on Wellington St and Douro St b/w King St W and Niagara St about new bikeways.
- During the consultation period, 79 online feedback forms were completed, 13 people participated in the in-person event, 30 comments were recorded, 6 paper feedback forms were complete and 1 email was received. Overall people who participated in the consultation were supportive.
- Uni-directional cycle tracks and bike lanes were installed in summer 2020.
- After counts, have been scheduled to take place in May 2022.



2022 Scope of Work



- In 2022, Wellington Street has watermain replacement and road resurfacing between Strachan Avenue and Draper Street and Spadina Avenue and Blue Jays Way.
- In 2022, there is also nearby watermain replacement and sewer rehabilitation on Portland Street and other local streets.
- **The bundled work provides an opportunity to make more extensive changes than the 2020 stand-alone bikeway project.**



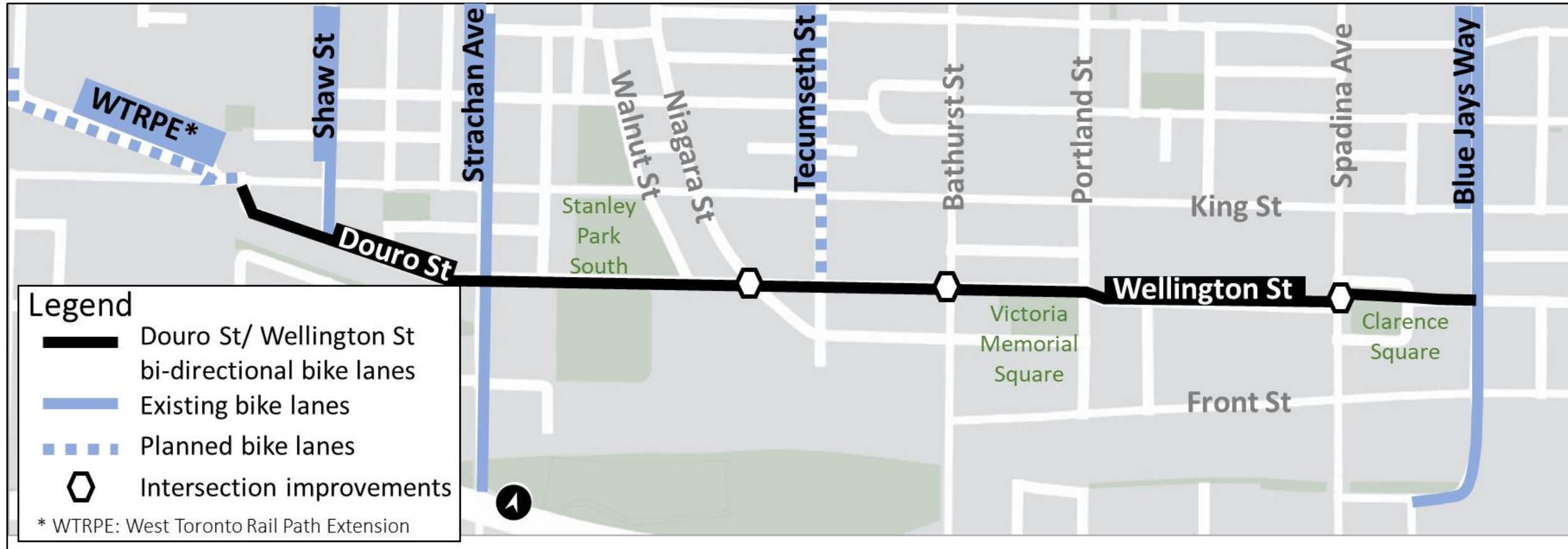
Project Context



- **Project limit:** King Street to Blue Jays Way
- **Existing cycling infrastructure:**
 - Uni-directional bike lanes (King Street- Niagara Street)
 - Westbound painted bike lanes (Niagara Street to Bathurst Street)
- **Existing bike lane width:** 1.5m – 1.8m
- Numerous **existing and planned bike** lane projects:
 - Shaw Street (existing)
 - Strachan Avenue (existing)
 - Blue Jays Way (existing)
 - Tecumseth Street (2022)
 - West Toronto Rail Path Extension (2025+)
- Several new large curbside developments between Spadina Avenue and Portland Street



Project Context



Development along Wellington St



Why Make Roadway Changes?



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



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



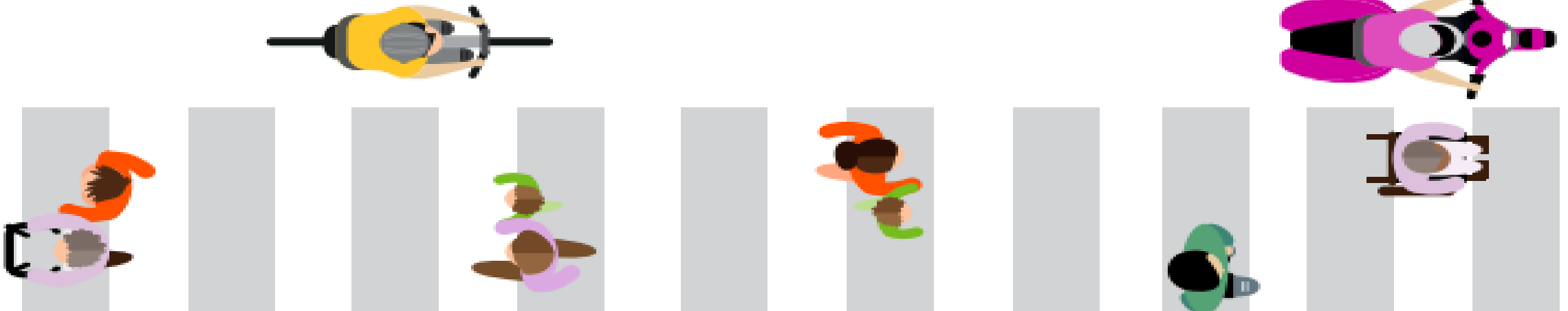
Grow

Grow the cycling network into new parts of the city



Renew

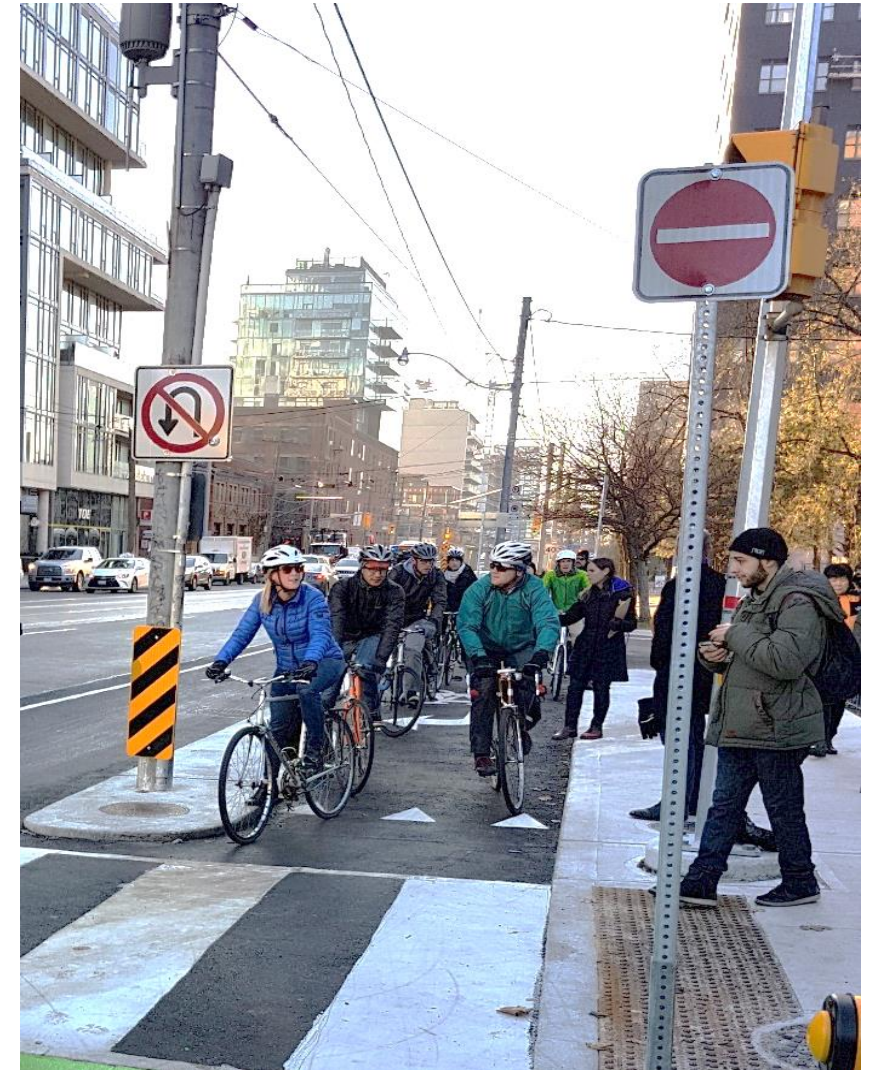
Renew the existing cycling network routes where there are opportunities to improve quality



Project Goals



1. Improve safety for people walking, cycling and driving by reducing conflicts between the different modes of travel.
2. Ensure connectivity between existing and planned north-south cycling facilities.
3. Enhance connectivity to the significant developments along Wellington Street and minimize disruption.



Design Objectives

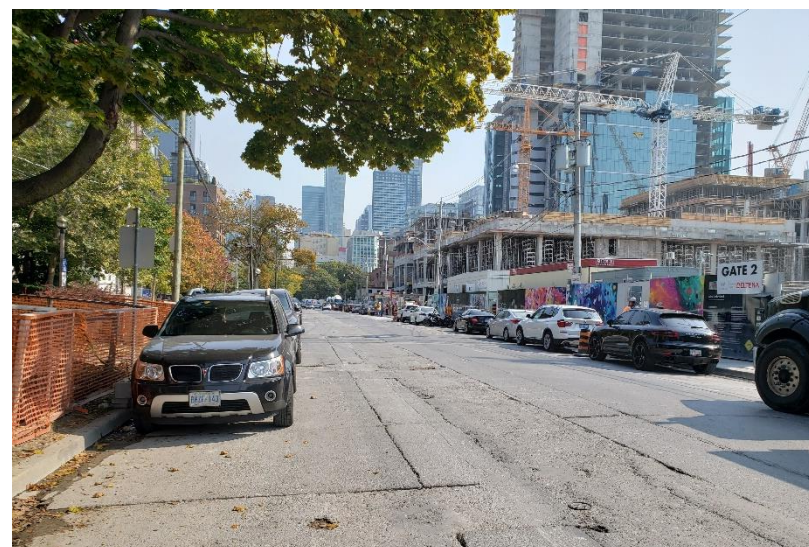


Transportation Services is proposing to:

- **Upgrade** the existing painted bike lane sections to a bi-directional bike lane.
- **Extend** the bi-directional bike lanes to Blue Jays Way.
- Install a two-way path on the west side of Spadina Avenue between Wellington Street and the traffic signal to the north.
- At key intersections, changes are proposed to improve safety for people walking, along with accessibility upgrades.



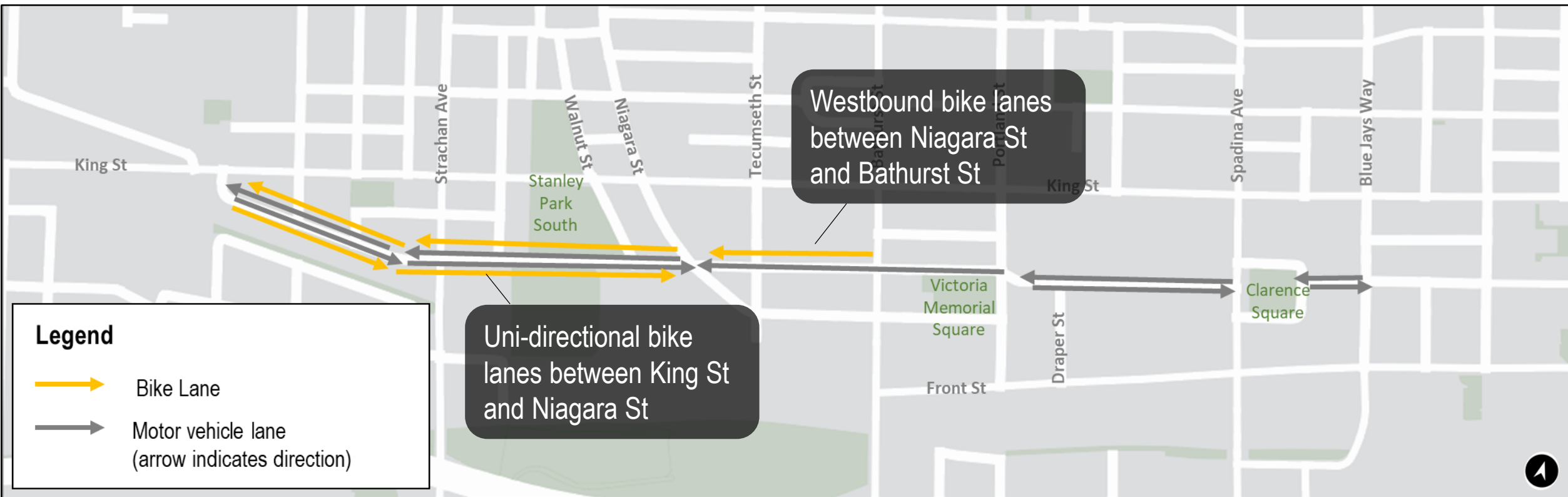
Wellington St at Tecumseth St – looking west



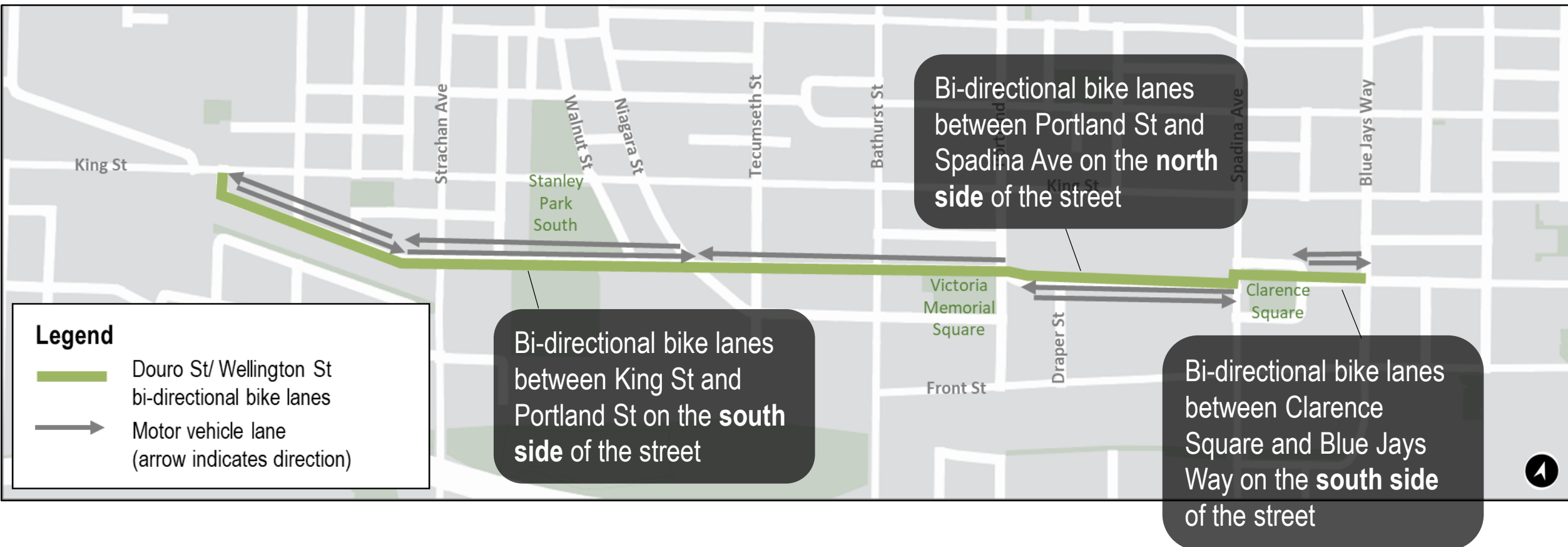
Wellington St at Draper Ave – looking east

Overview of Proposed Design

Current Street Layout



Proposed Street Layout



Bi-Directional Bike Lane Benefits



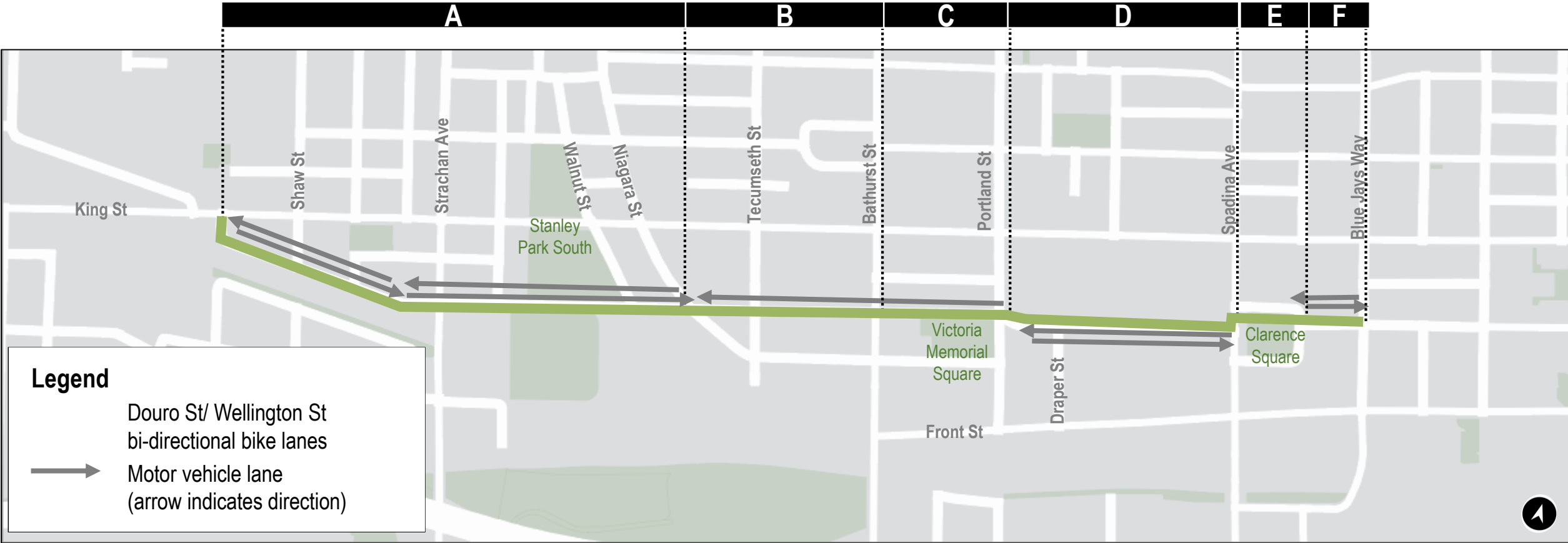
- Wellington Street West is too narrow to accommodate physically separated uni-directional bike lanes.
- The **traffic volumes on Wellington Street range from 2,000- 6,000**. Painted bicycle lanes are allowable within this range, but there a high demand for loading/parking in the area. Existing bicycle lanes have issues with illegal parking and loading.
- Bi-directional bicycle lanes could be physically separated and allow for one curb to continue to be used for parking and loading in the area.
- Bi-directional bicycle lanes also help avoid conflict with developments' new parking lay-bys and driveways.



Artist rendering at Wellington St and Victoria Memorial Park - looking east

Design Details

Design Details

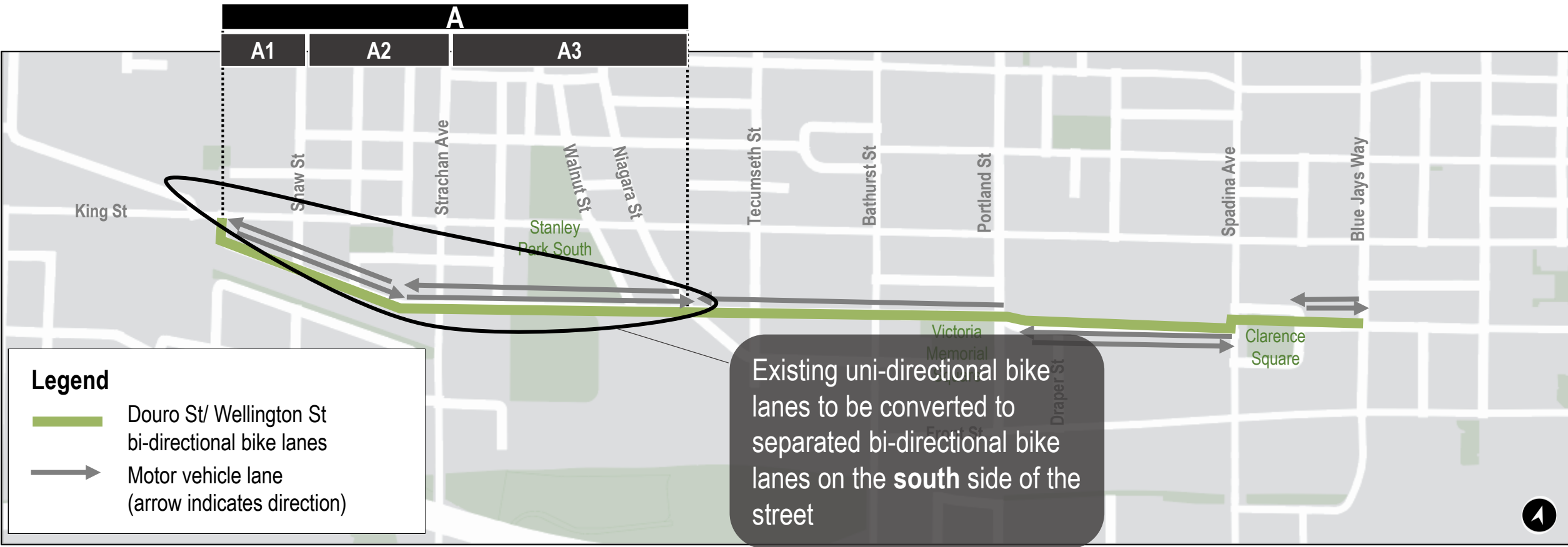


Segment A

Douro St and Wellington Street

(King Street to Niagara Street)

Segment A | King Street to Niagara Street



Segment A1 | King Street to Shaw Street



Existing Condition

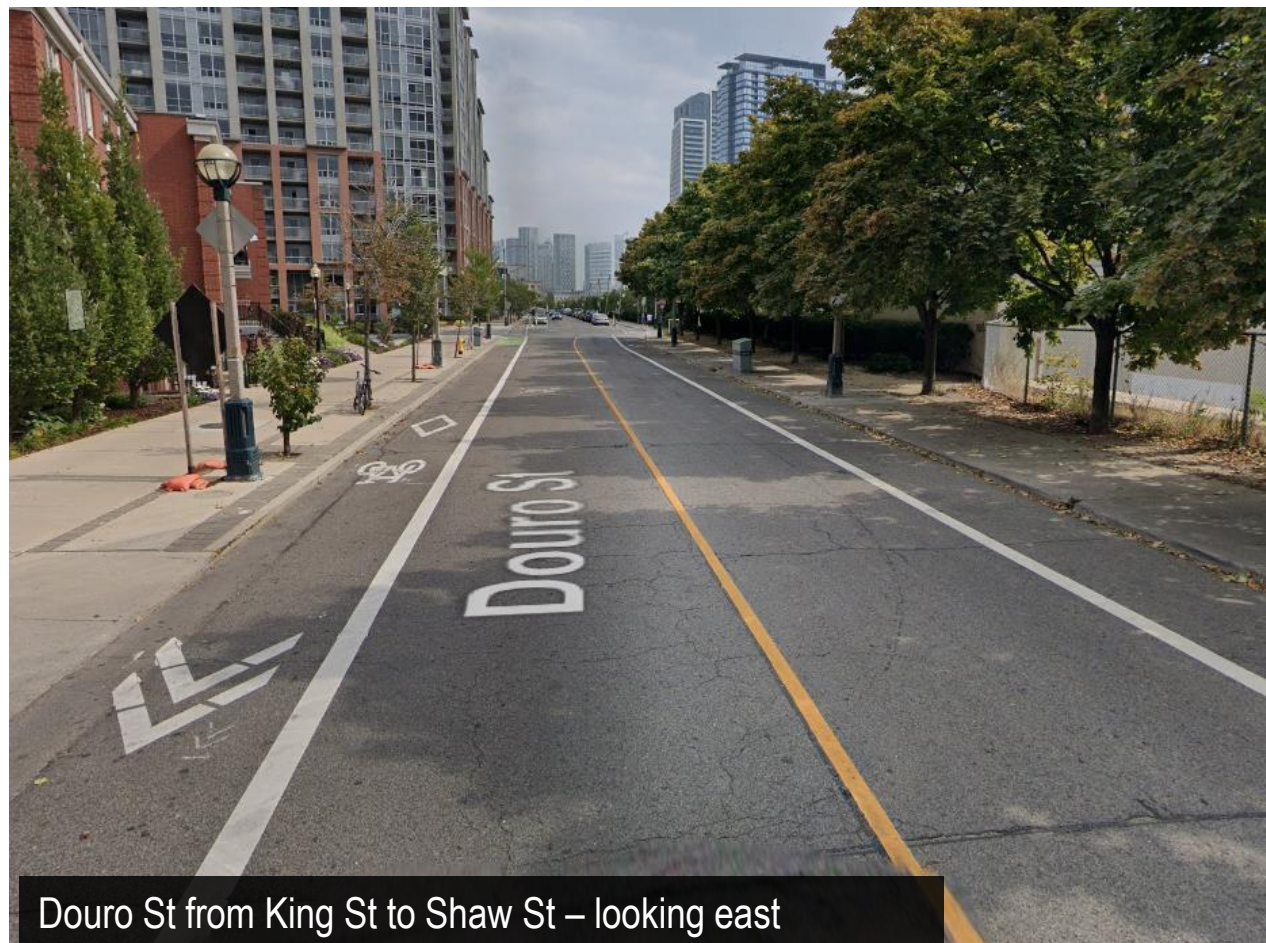
- Two-way for motor vehicles
- Uni-directional bike lanes in both directions
- No parking

Proposed Design

- No change to motor vehicle lanes and parking
- Bike lanes to be converted from uni-directional to bi-directional on south side of street

Impact

- No impact



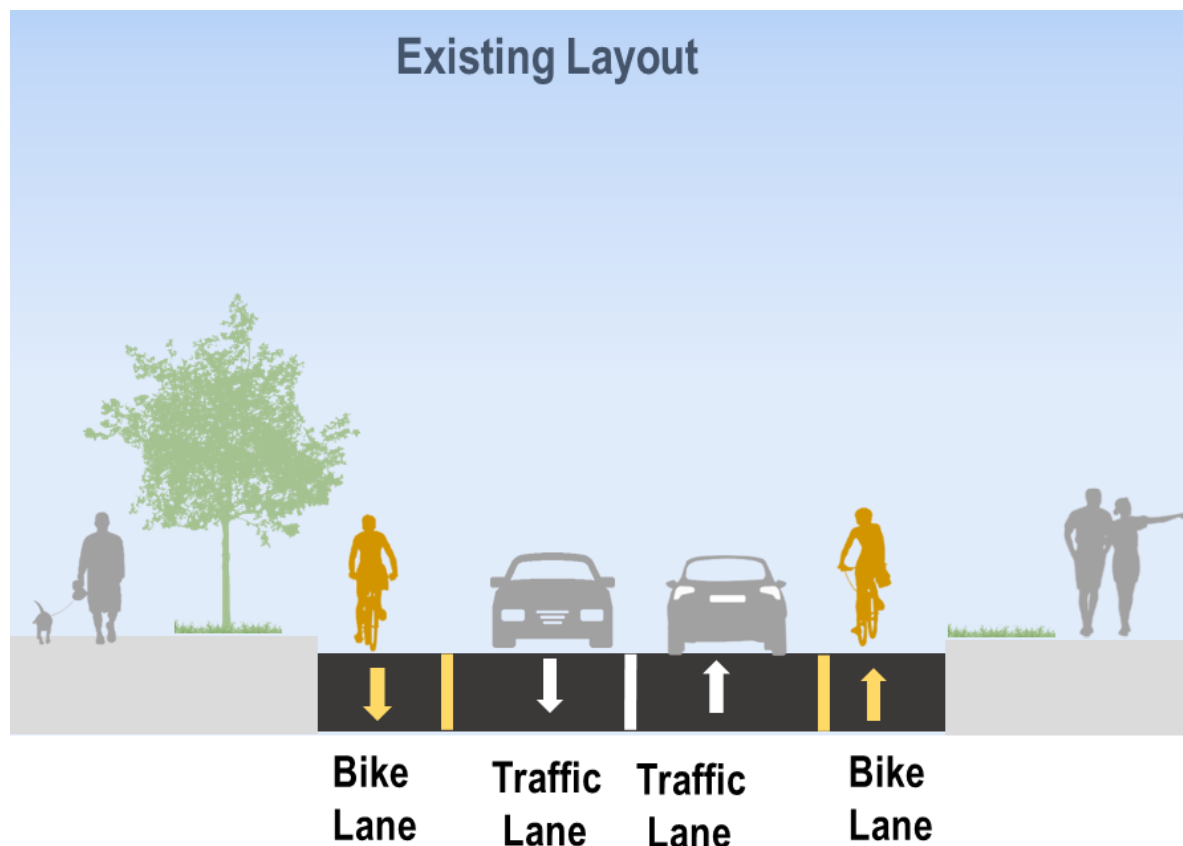
Douro St from King St to Shaw St – looking east

Segment A1 | King Street to Shaw Street



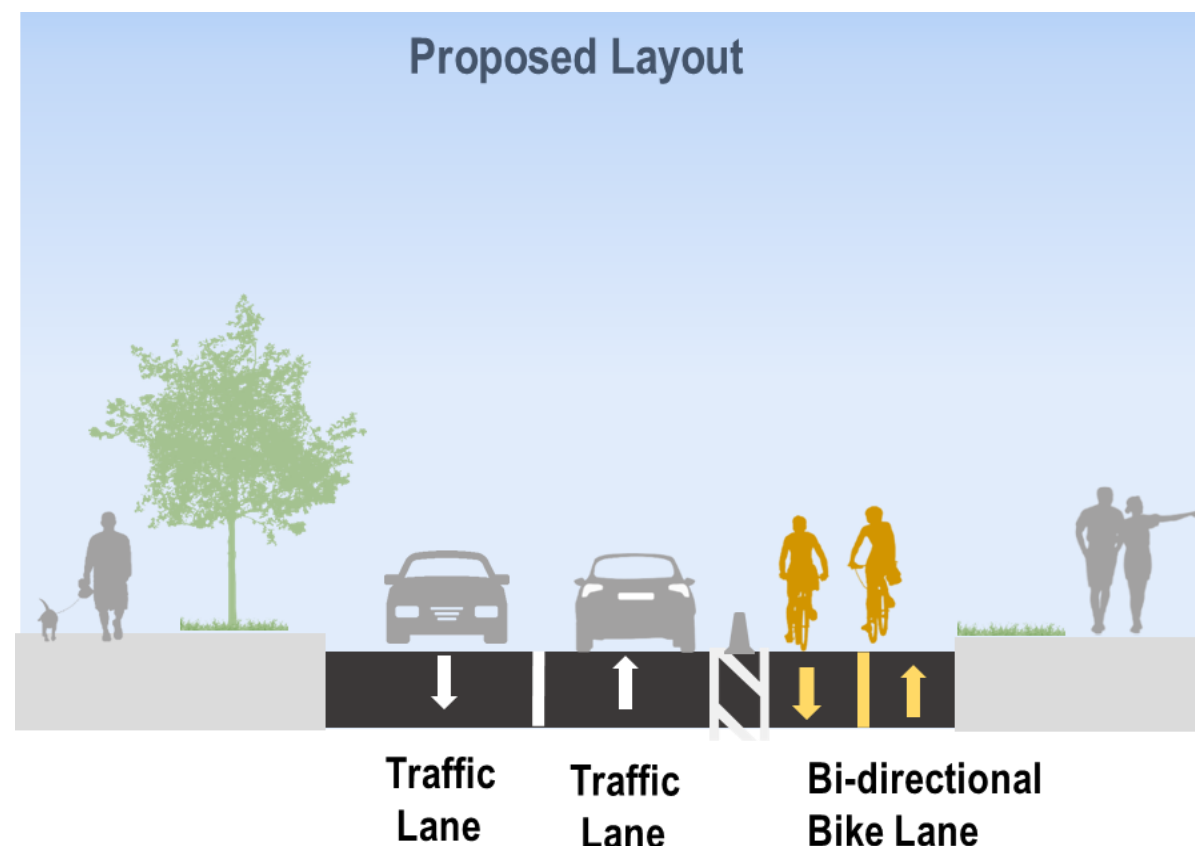
Existing Condition

- Two-way for motor vehicles
- Uni-directional bike lanes
- No parking



Proposed Design

- Maintain two-way traffic for motor vehicles
- Install bi-directional bike lane on south side



Segment A2 | Shaw Street to Strachan Avenue



Existing Condition

- Two-way for motor vehicles
- Uni-directional bike lanes in both directions
- Parking on both sides

Proposed Design

- No change to motor vehicle lanes and parking
- Bike lanes to be converted from uni-directional to bi-directional on south side of street
- Install new bike signal heads at Strachan Ave

Impact

- No impact



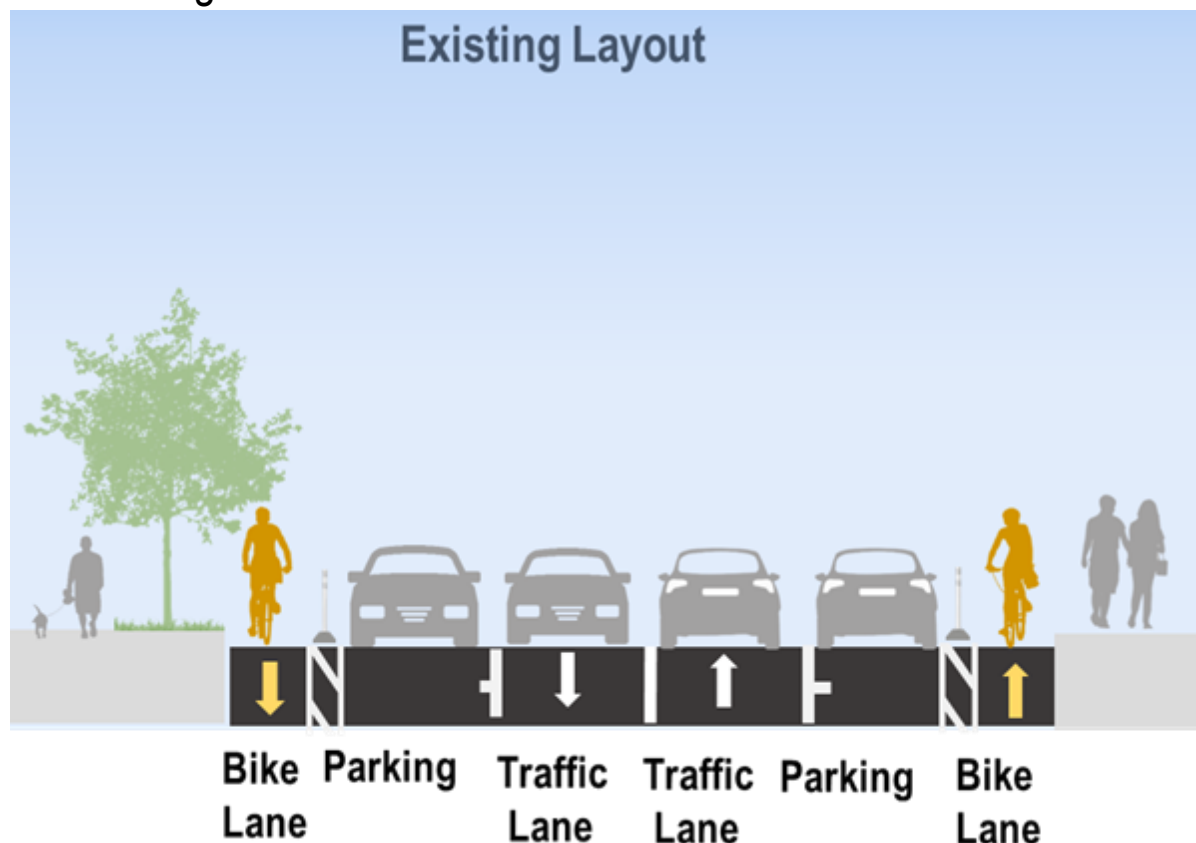
Douro St from Shaw St to Strachan Ave – looking east

Segment A2 | Shaw Street to Strachan Avenue



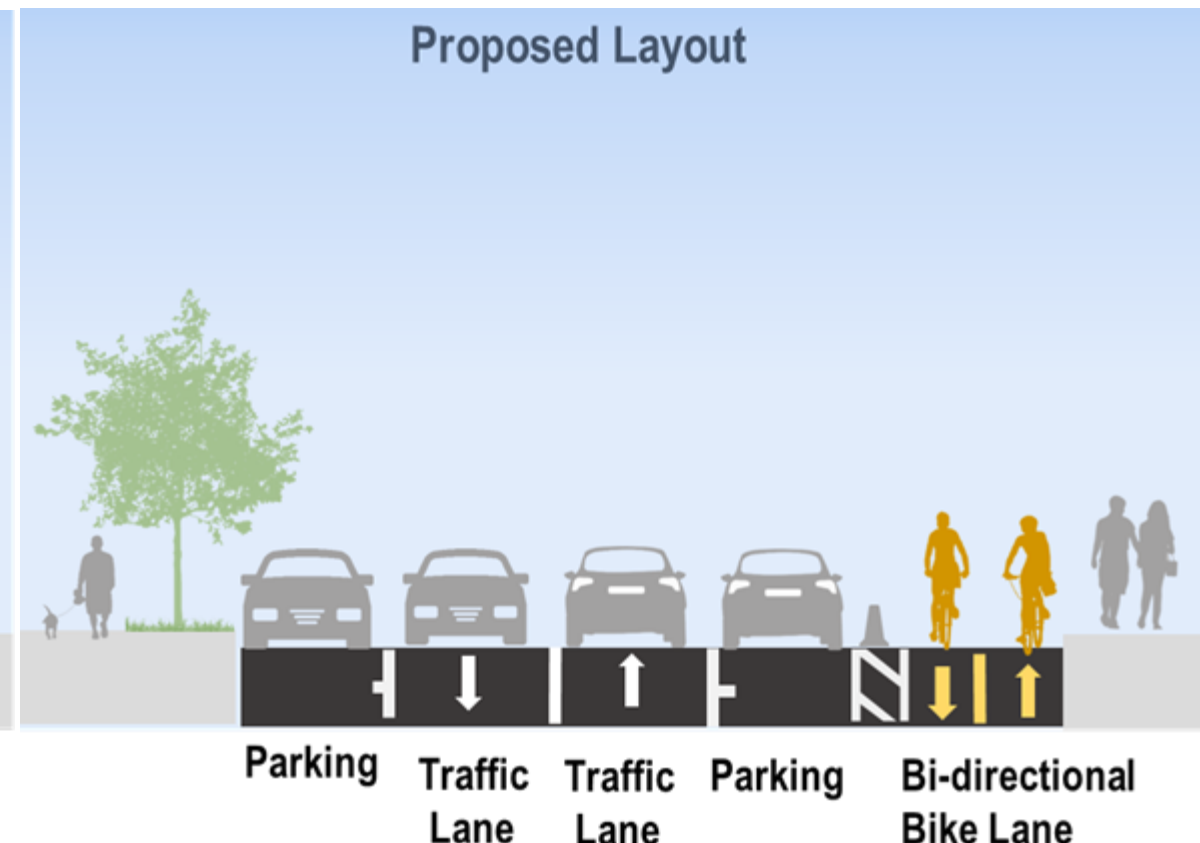
Existing Condition

- Two-way for motor vehicles
- Uni-directional bike lanes
- Parking on both sides



Proposed Design

- Maintain two-way traffic for motor vehicles and parking on both sides
- Install bi-directional bike lane on south side



Segment A3 | Strachan Avenue to Niagara Street



Existing Condition

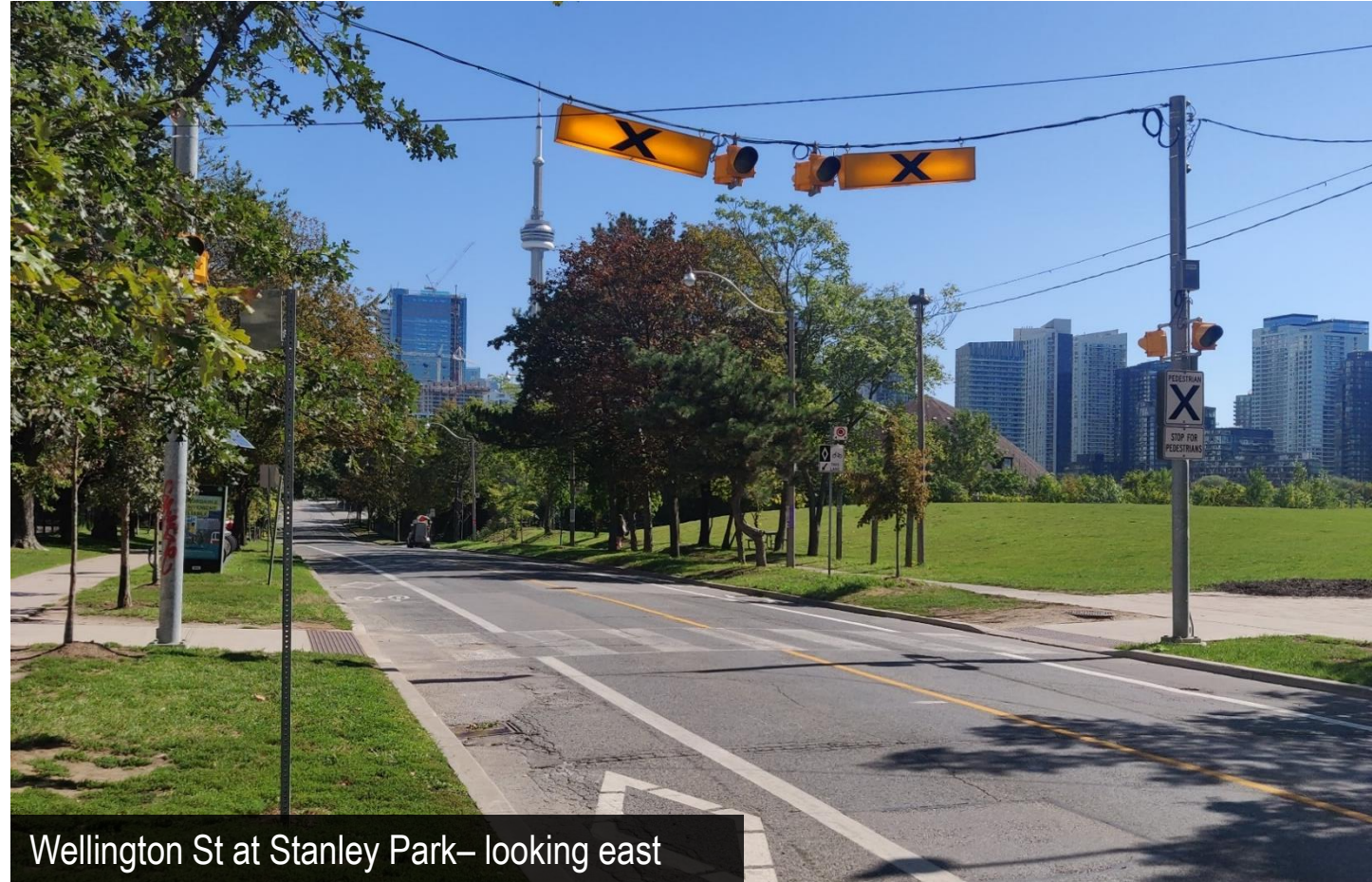
- Two-way for motor vehicles
- Uni-directional bike lanes in both directions
- No parking

Proposed Design

- No change to motor vehicle lanes and parking
- Bike lanes to be converted from uni-directional to bi-directional on south side of street

Impact

- No impact



Segment A3 | Strachan Avenue to Niagara Street

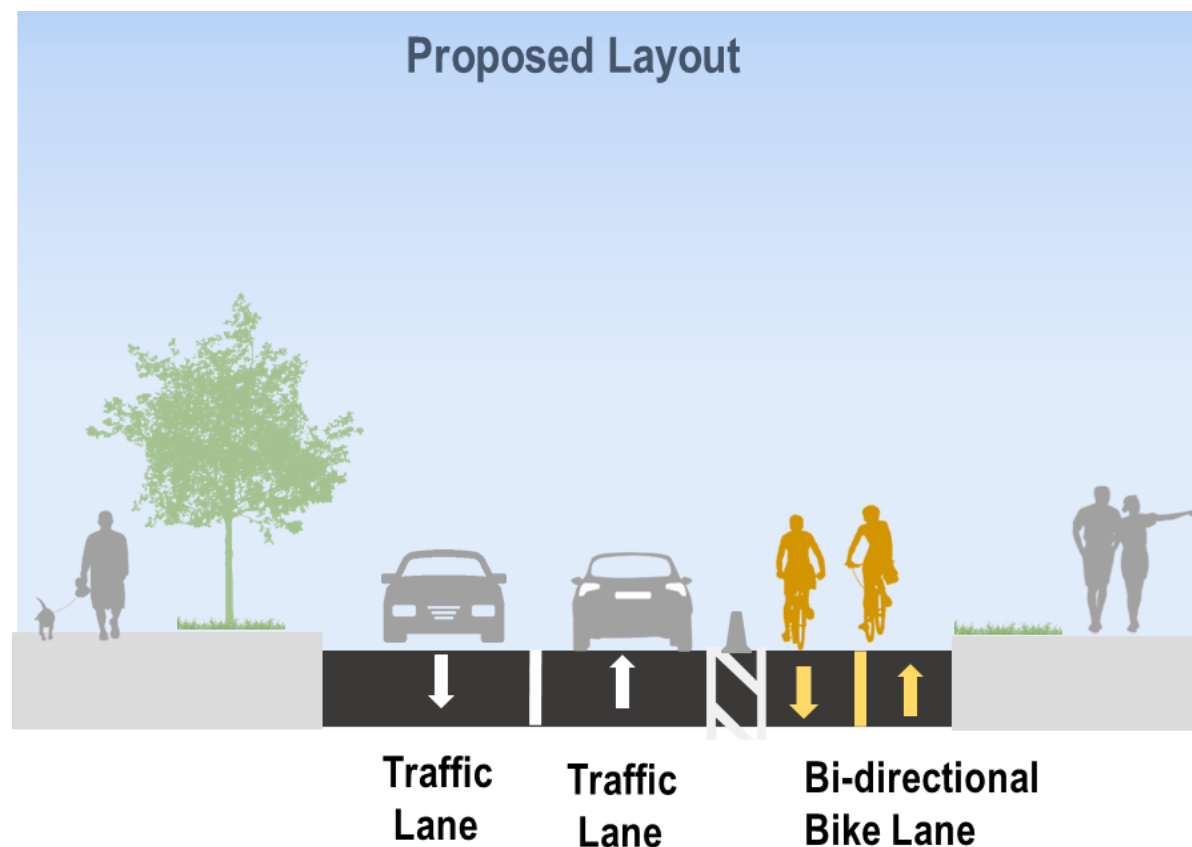
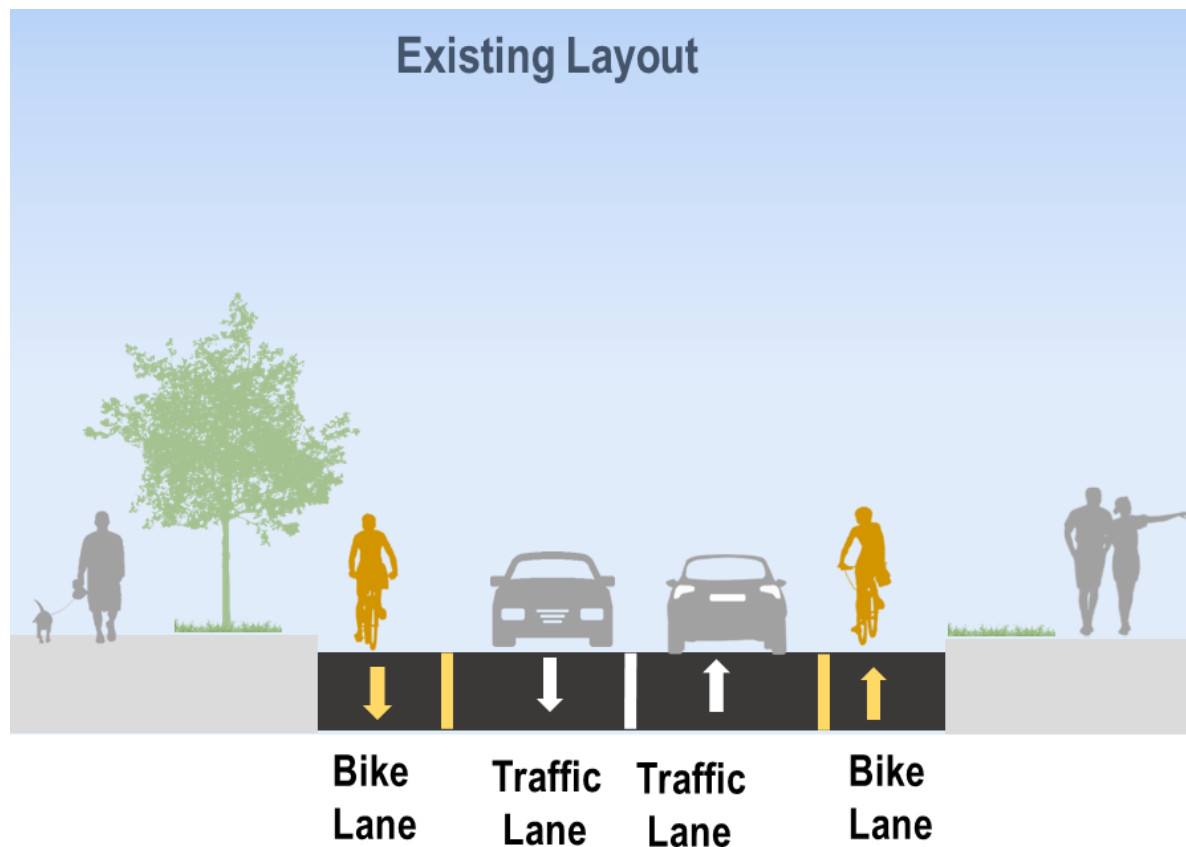


Existing Condition

- Two-way for motor vehicles
- Uni-directional bike lanes
- No parking

Proposed Design

- Maintain two-way traffic for motor vehicles
- Install bi-directional bike lane on south side



Segment A | Proposed Design King Street to Niagara Street

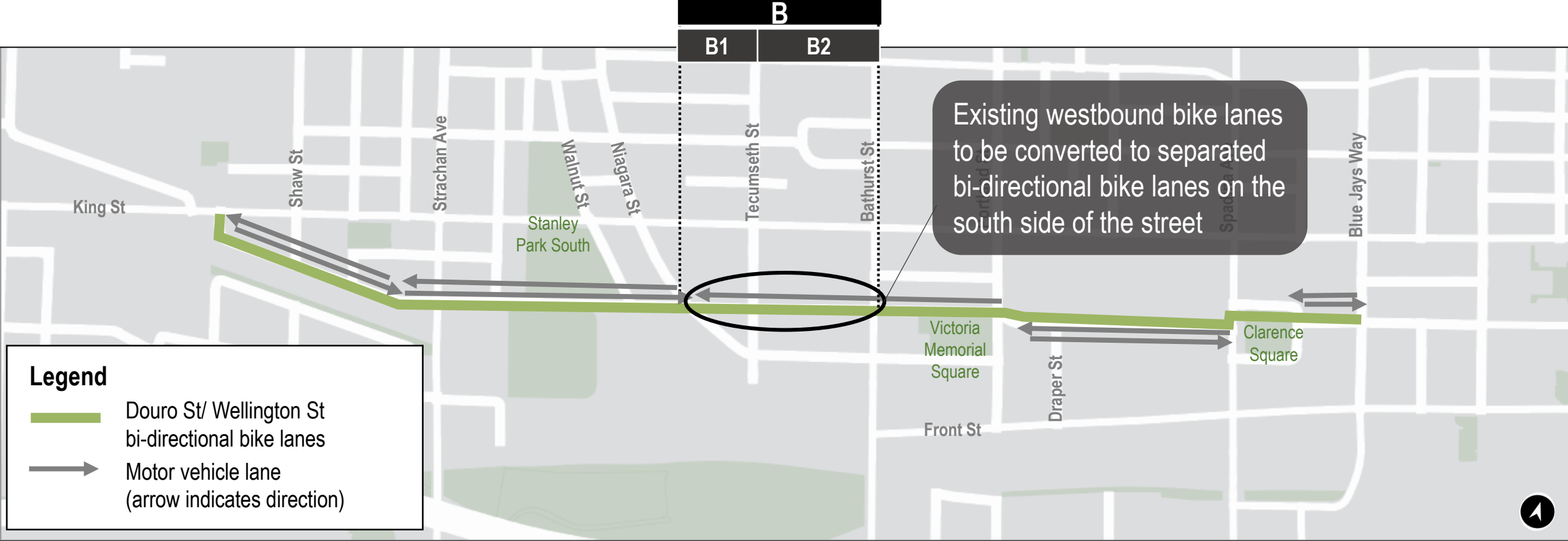


Segment B

Wellington Street

(Niagara Street to Bathurst Street)

Segment B | Niagara Street to Bathurst Street



Segment B1 | Niagara Street to Tecumseth Street



Existing Condition

- One-way westbound for motor vehicles
- One-way westbound bike lane on the north side
- Parking on the north side

Proposed Design

- Maintain westbound motor vehicle lane in the middle and parking on the north side
- Bike lanes to be converted from one-way westbound to bi-directional on south side of street

Impact

- Reduction/removal of bump-out required at the southeast corner to accommodate bi-directional bike lane
- Removal of planter from north side of the street, adding approximately two (2) parking spaces
- Bump outs are proposed to be installed on the north side of the intersection



Wellington St at Niagara St– looking east

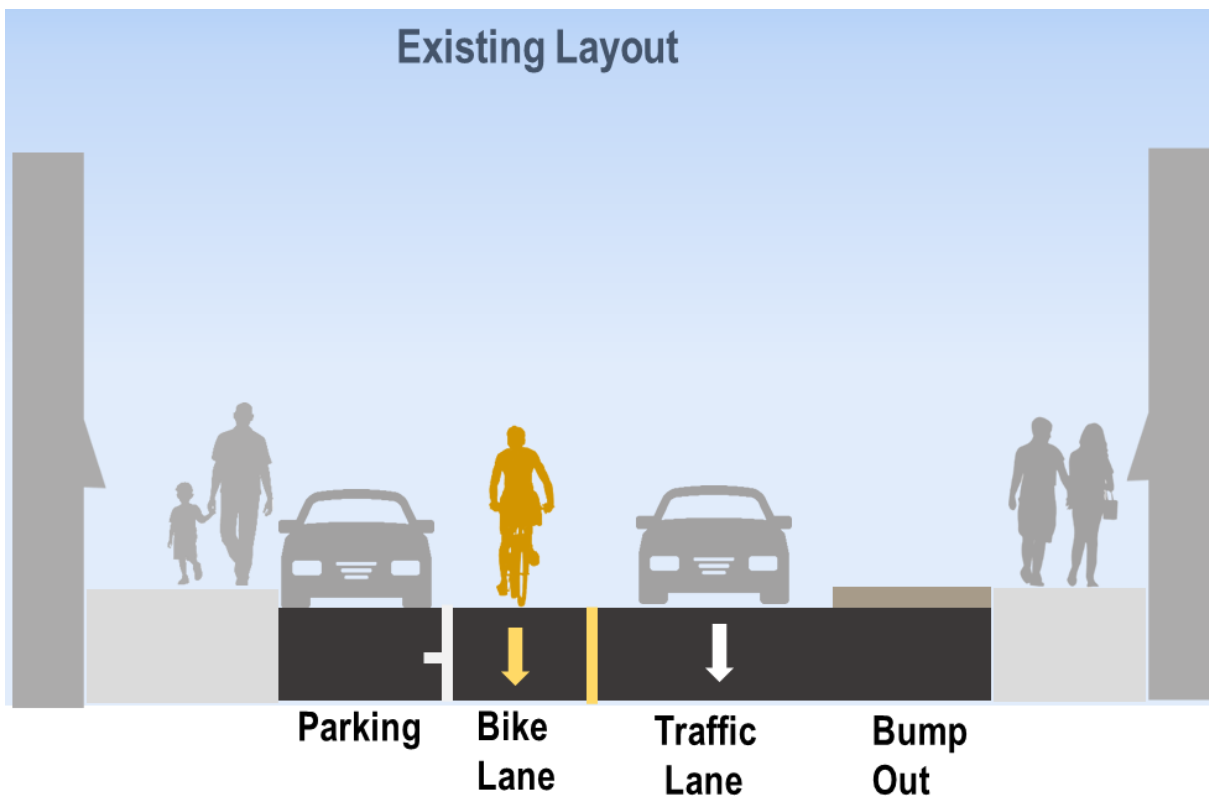
Segment B1 | Niagara Street to Tecumseth Street



Existing Condition

- One-way westbound traffic for motor vehicles
- One-way westbound bike lane
- Parking on north side of the street
- Bump out islands

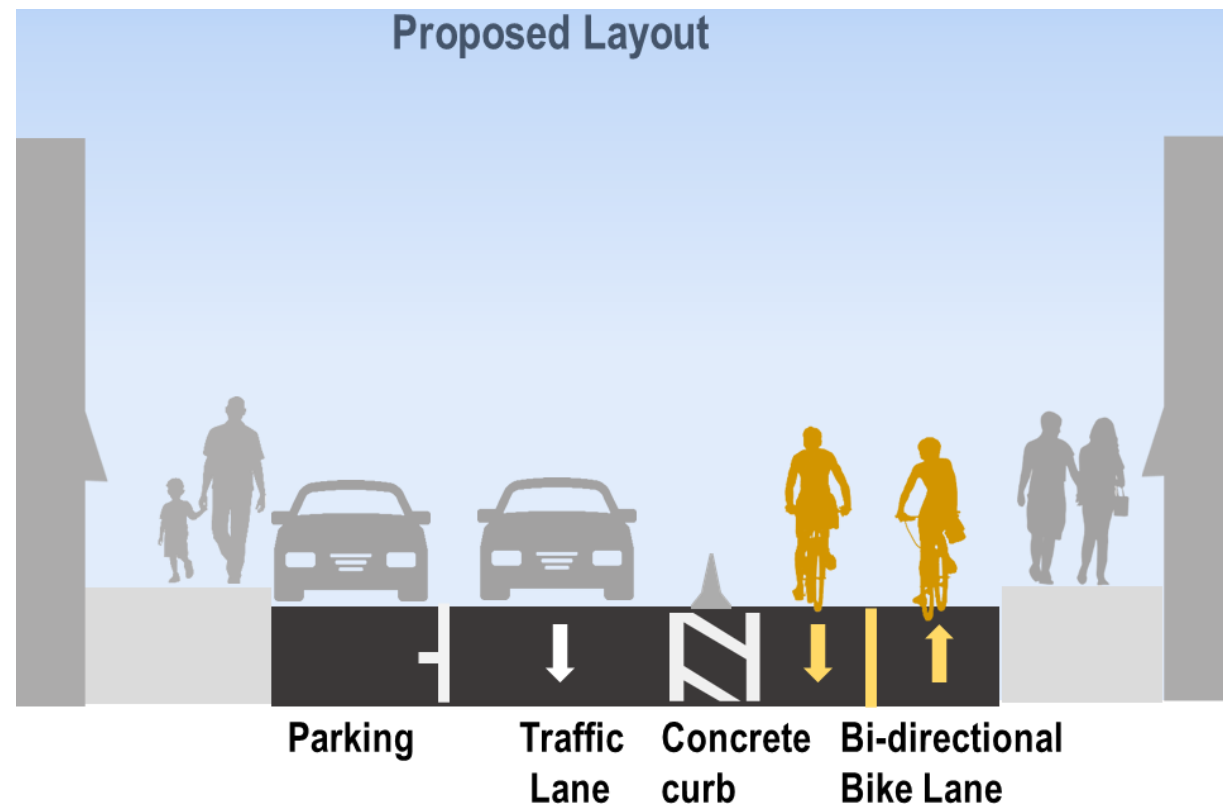
Existing Layout



Proposed Design

- Maintain westbound traffic for motor vehicles
- Remove existing bike lane and install bi-directional bike lane on south side
- Remove bump outs and add approximately 2 parking spaces on the north side of the street

Proposed Layout



Segment B2 | Tecumseth Street to Bathurst Street



Existing Condition

- One-way westbound for motor vehicles
- One-way westbound bike lane on the north side
- Parking and bump-outs on both sides

Proposed Design

- Maintain westbound travel lane in the middle and parking on the north side
- Bike lanes to be converted from one-way westbound to bi-directional on south side of street
- Connect to Palmerston/Tecumseth bike lanes (2022)
- Install new bike signal heads at Bathurst Street

Impact

- Removal of approximately ten (10) parking spaces and bump outs from south side
- Removal of bump outs from north side, adding approximately three (3) parking spaces



Wellington St at Tecumseth St– looking east

Segment B2 | Tecumseth St to Bathurst St



Existing Condition

- Westbound traffic for motor vehicles
- Westbound bike lane
- Parking and bump outs on both sides of the street

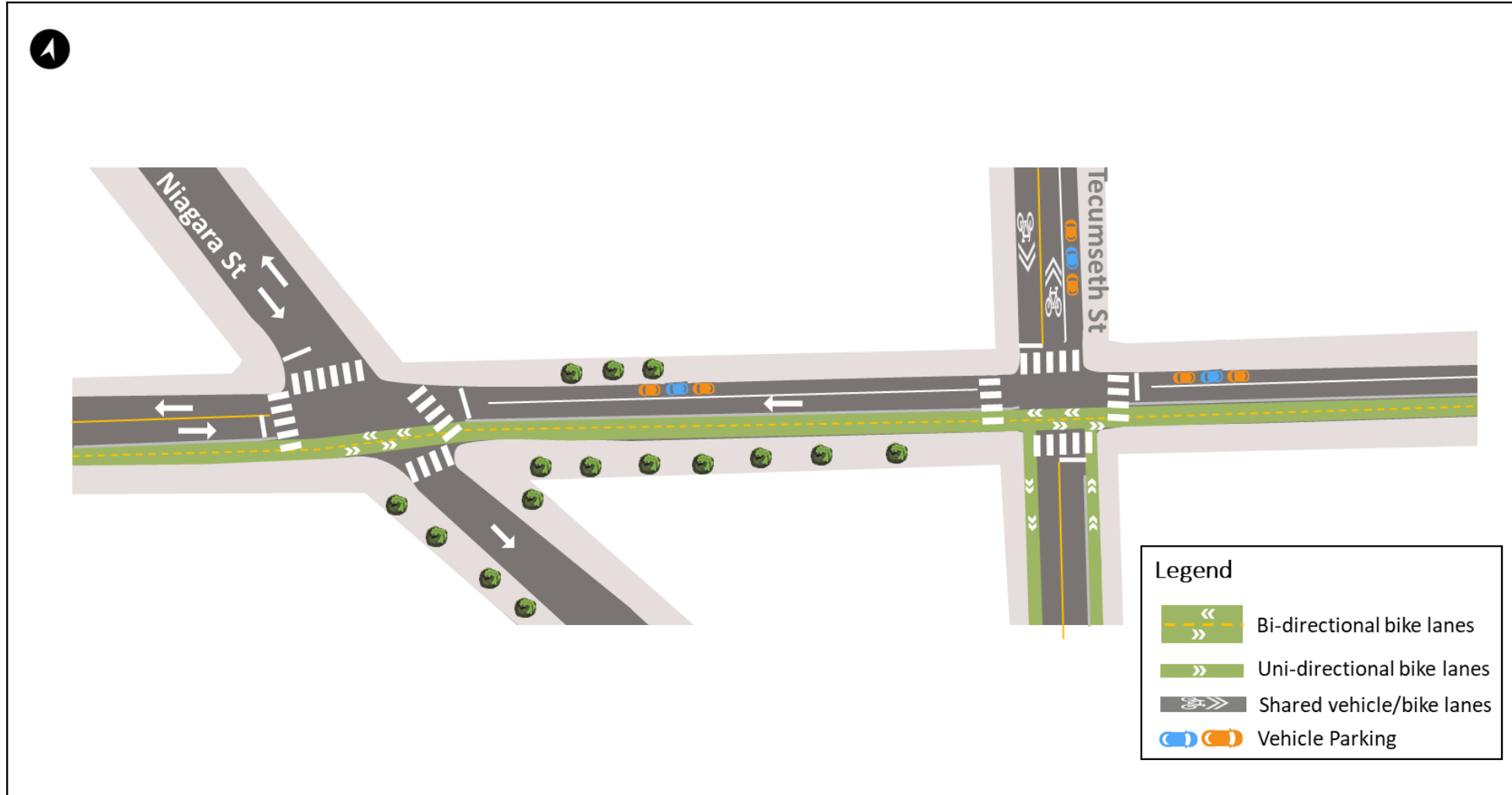


Proposed Design

- Maintain westbound traffic for motor vehicles
- Install bi-directional bike lane on south side
- Remove approximately 10 parking spaces from south side
- Remove bump outs from north side, adding approximately 3 spaces



Segment B | Proposed Design Niagara Street to Bathurst Street

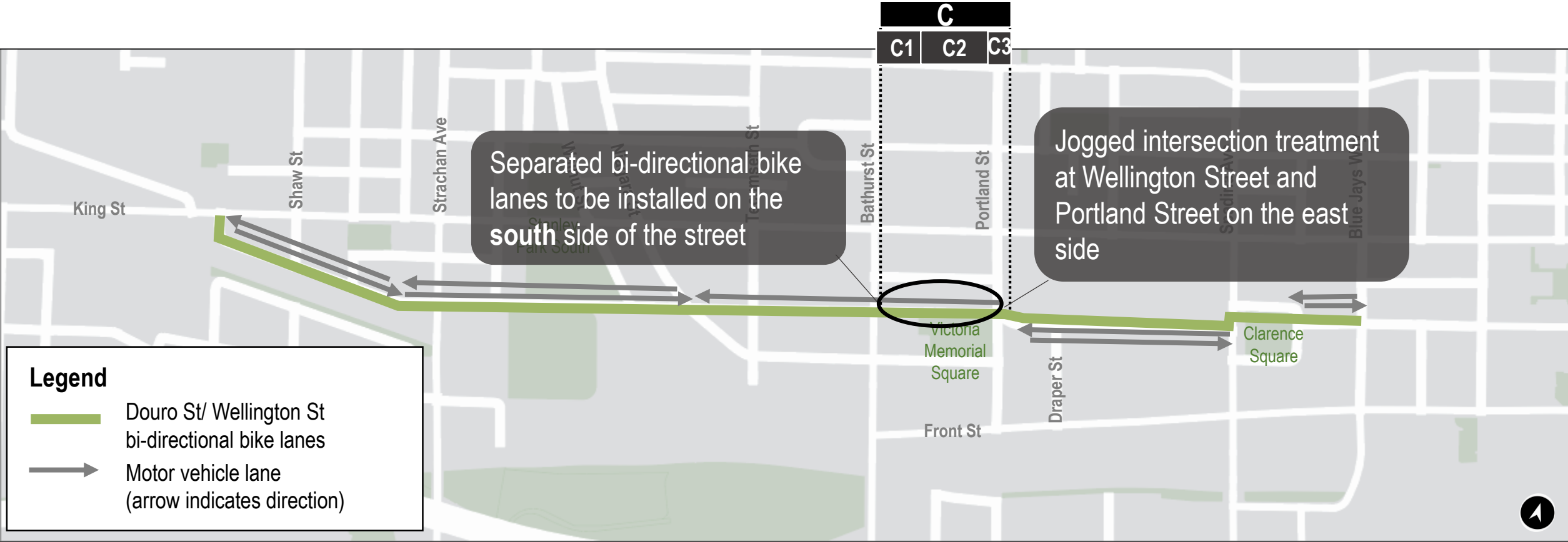


Segment C

Wellington Street

(Bathurst Street to Portland Street)

Segment C | Bathurst Street to Portland Street



Segment C1 | Bathurst Street to 100 m east



Existing Condition

- Two travel lanes that are one-way westbound for motor vehicles

Proposed Design

- Install bi-directional bike lane on the south side
- Maintain one westbound motor vehicle lane

Impact

- Removal of one motor vehicle travel lane as it approaches the Bathurst Street intersection



Wellington St at Bathurst St - looking east

Segment C2 | 100 m east of Bathurst Street to Portland Street



Existing Condition

- One-way westbound for motor vehicles
- Parking on north side
- Stopping allowed on south side

Proposed Design

- Install bi-directional bike lane on the south side
- No change to motor vehicle lane
- Maintain parking on the north

Impact

- No parking is allowed along Victoria Memorial Square Park, but many park today. This informal parking would no longer be allowed



Wellington St east of Bathurst St – looking east

Segment C2 | 100 m east of Bathurst Street to Portland Street



Existing Condition

- Westbound traffic for motor vehicles
- Parking on north side
- Stopping allowed on south side of the street



Proposed Design

- Maintain westbound traffic for motor vehicles and parking on north side
- Install bi-directional bike lane on south side
- Reinforce no stopping/no parking on south side of the street

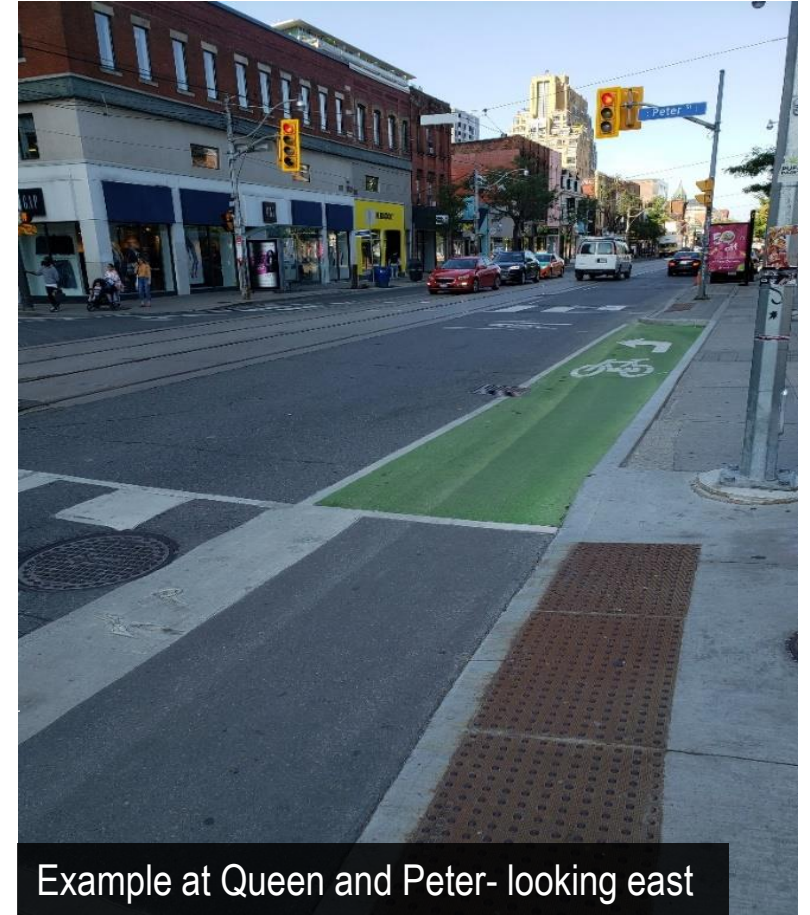


Artist rendering

Segment C3 | Wellington Street at Portland Street

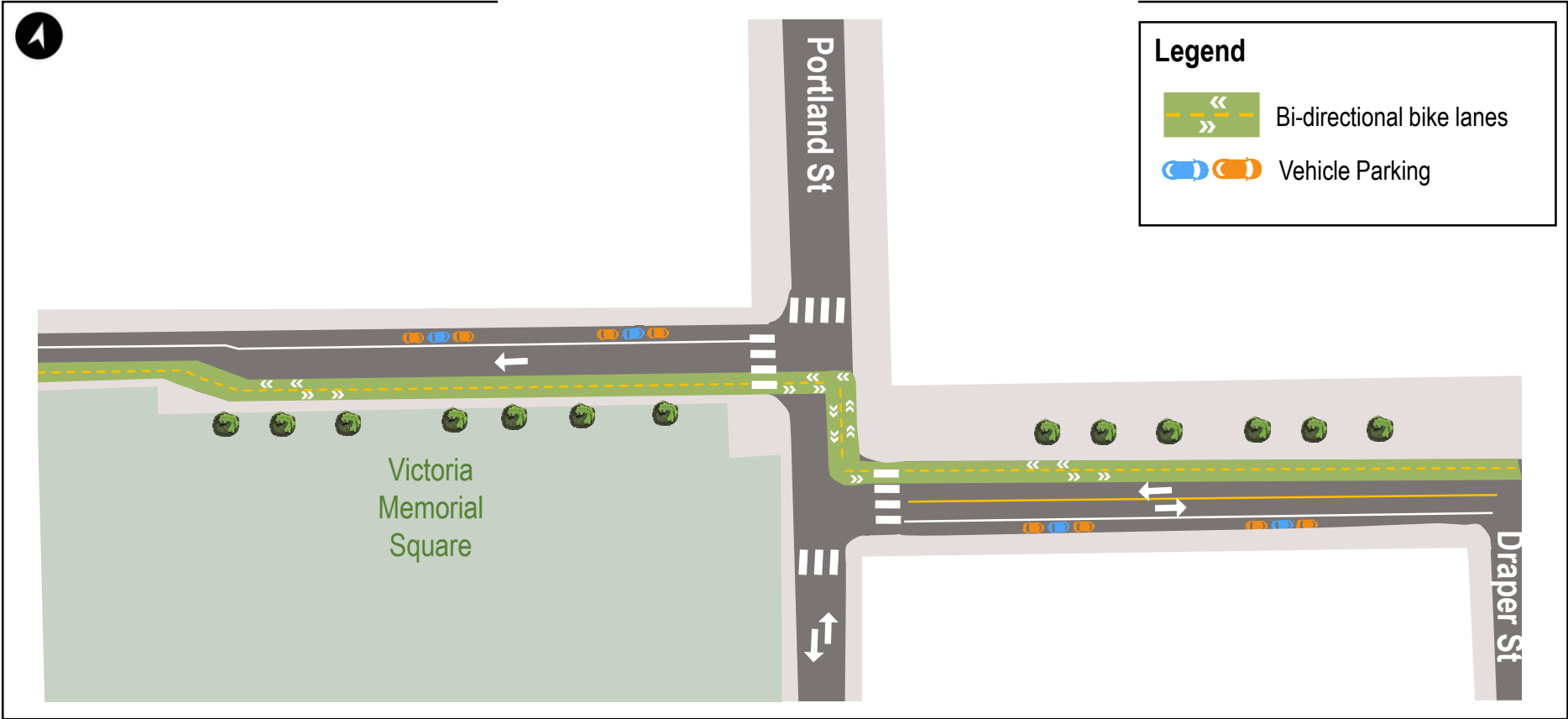


- **Existing Condition**
- One-way westbound for motor vehicles, switches to two-way east of Portland Street
- **Proposed Design**
- Bi-directional bike lanes switch from southside to northside
- Install jogged intersection
- Maintain one traffic lane in each directions



Example at Queen and Peter- looking east

Segment C | Proposed Design Bathurst Street to Portland Street

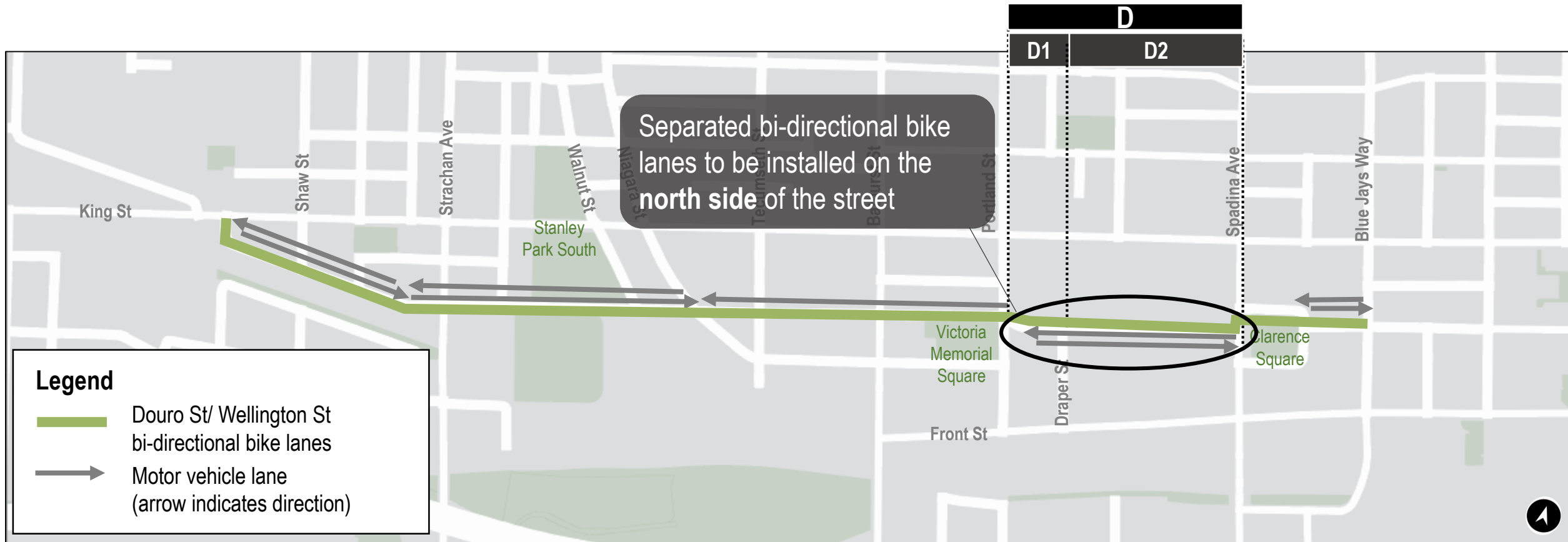


Segment D

Wellington Street

(Portland Street to Spadina Avenue)

Segment D | Portland Street to Spadina Avenue



Segment D1 | Portland Street to Draper Street



Existing Condition

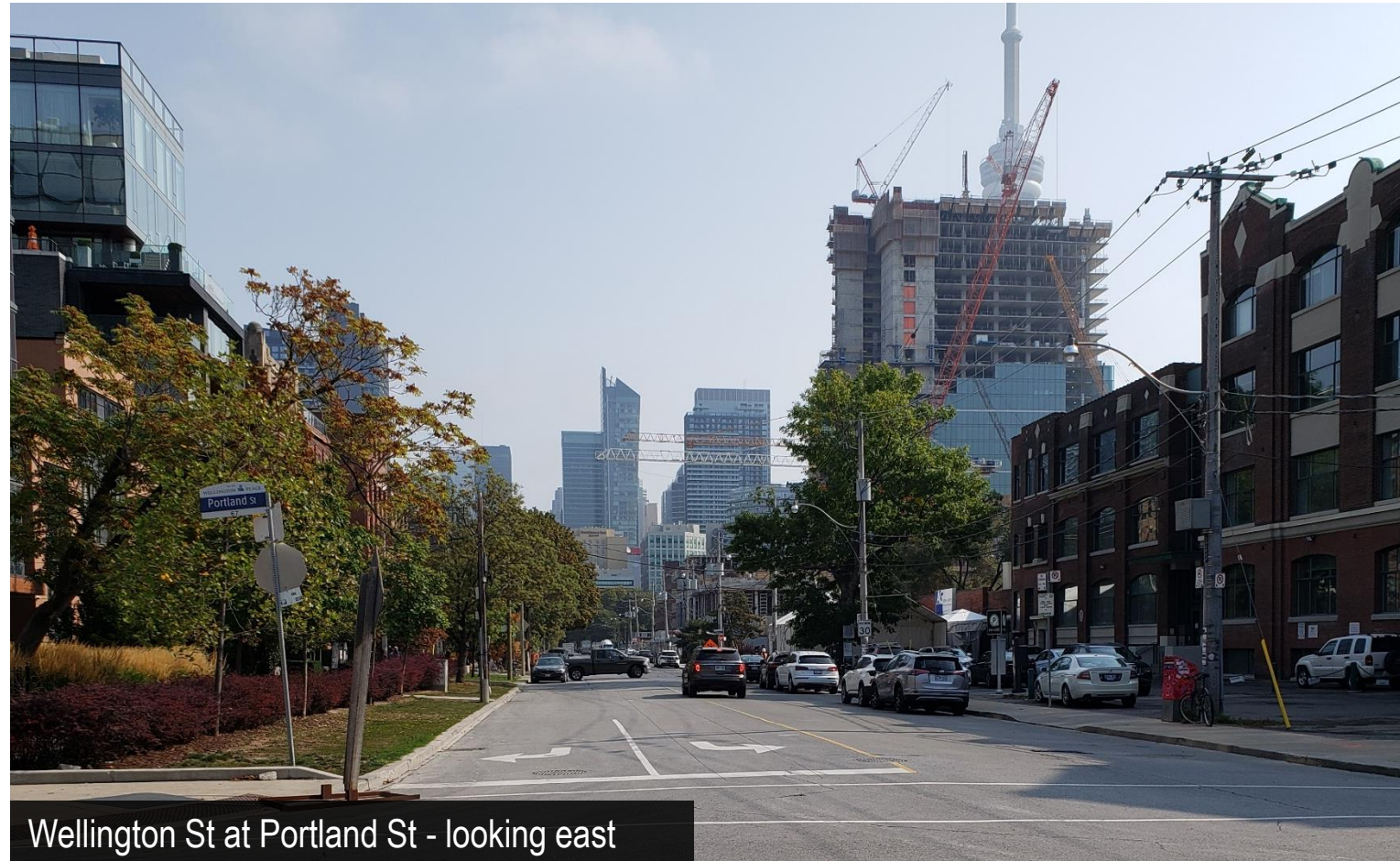
- Two-way for motor vehicles and bikes
- Two westbound lanes approaching Portland intersection
- Parking on both sides

Proposed Design

- Install bi-directional bike lane on north side
- Maintain one motor vehicle lane in each direction

Impact

- Removal of all parking on the north side, approximately seven (7) spaces
- Removal of westbound right turn lane



Wellington St at Portland St - looking east

Segment D2 | Draper Street to Spadina Avenue



Existing Condition

- Two-way for motor vehicles
- Parking on both sides

Proposed Design

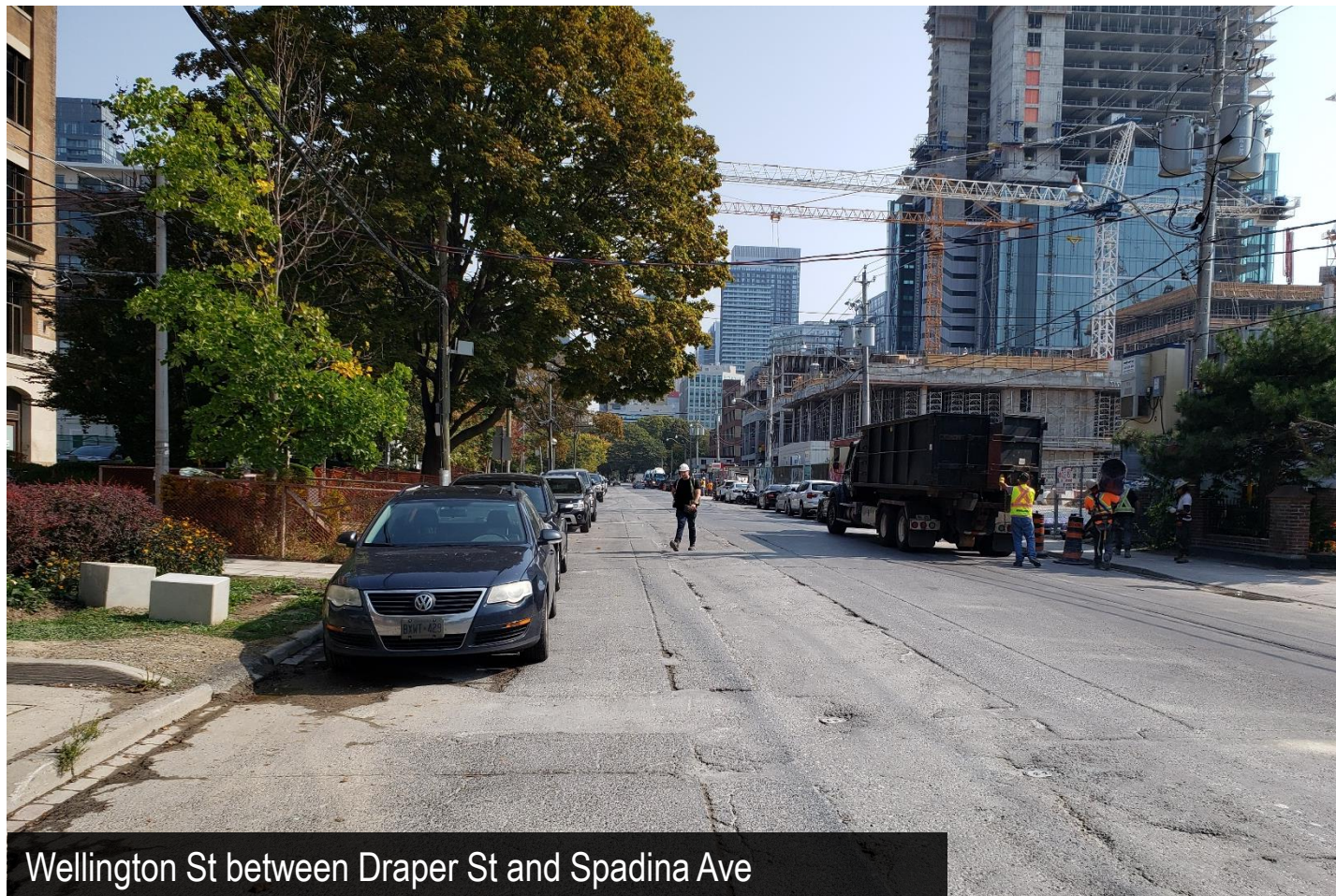
- Install bi-directional bike lane on north side
- Maintain one motor vehicle lane in each direction

Impact

- Removal of all parking on the north side, approximately thirty (30) spaces

Other

- The Well Development includes new streetscaping between Draper Street and Spadina Avenue and will introduce new on-street lay-by parking

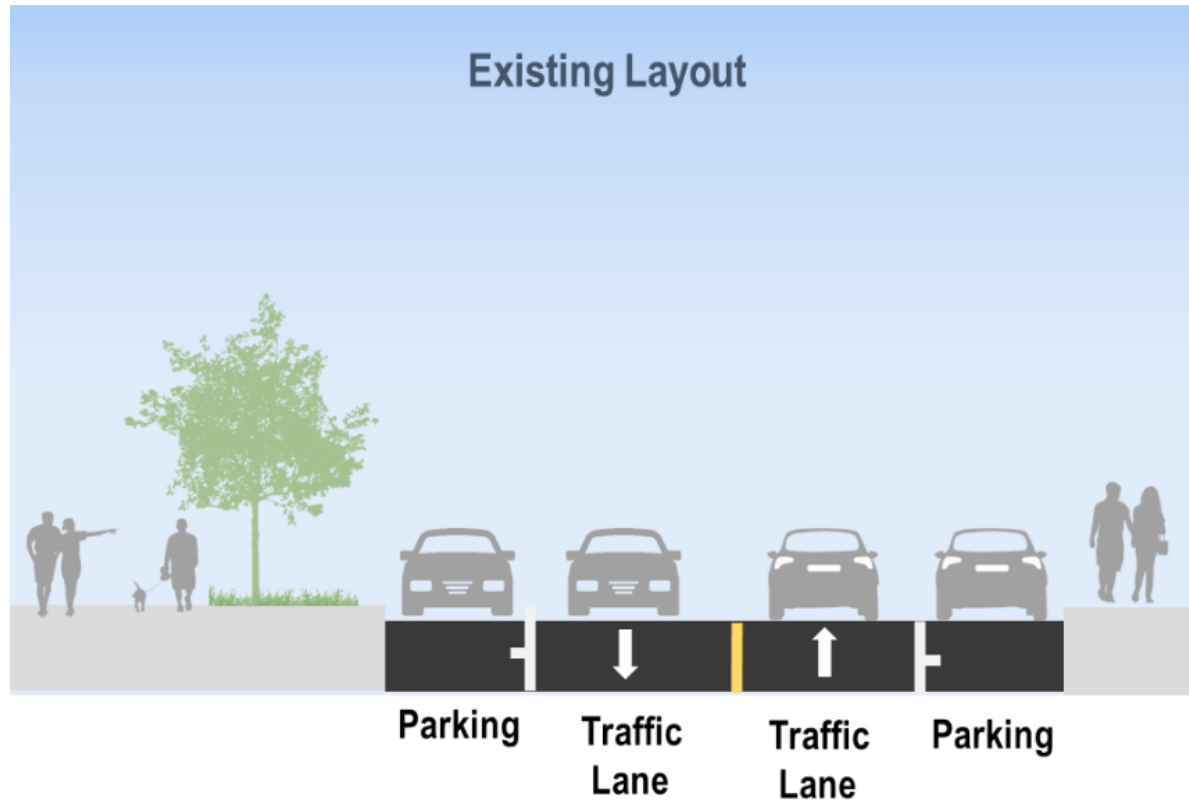


Segment D2 | | Draper Street to Spadina Avenue



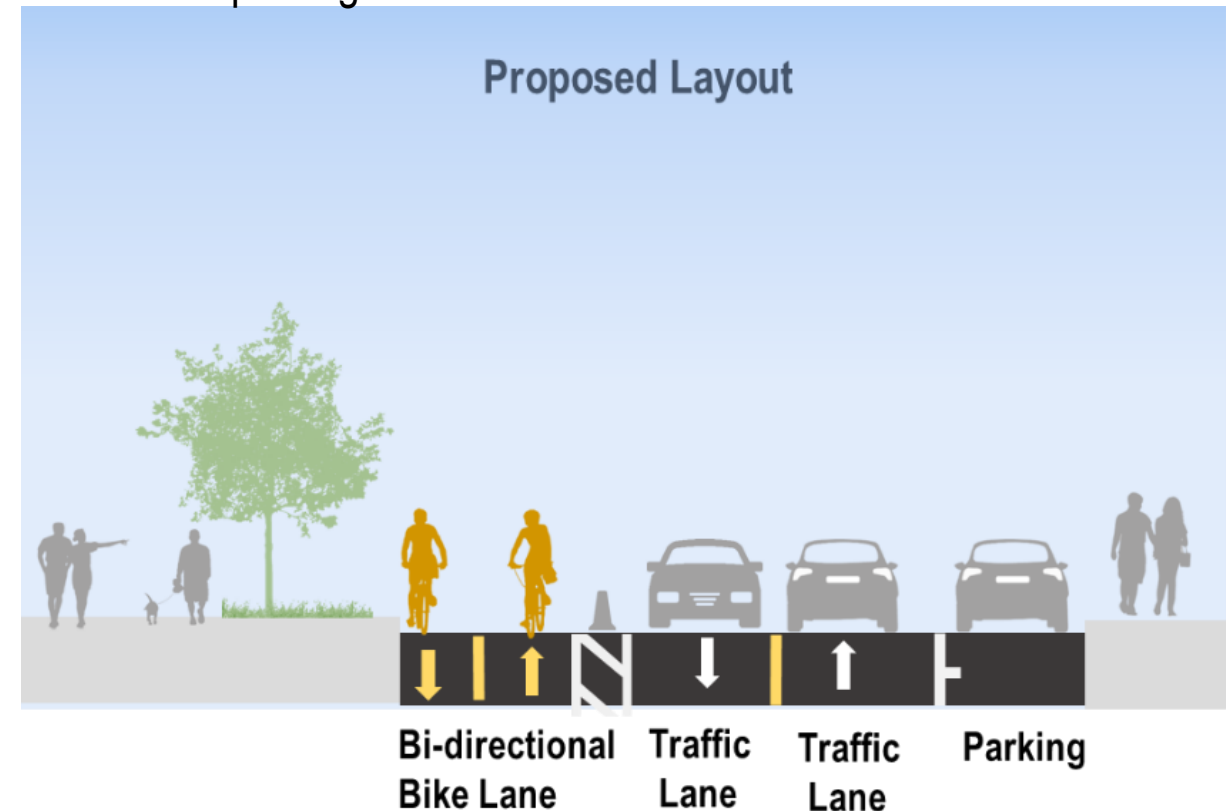
Existing Condition

- Two-way traffic for motor vehicles
- Parking on both sides



Proposed Design

- Maintain two-way traffic for motor vehicles and parking on south side
- Install bi-directional bike lane on the north side
- Remove parking from north side



Future Projects | Draper Street Updates



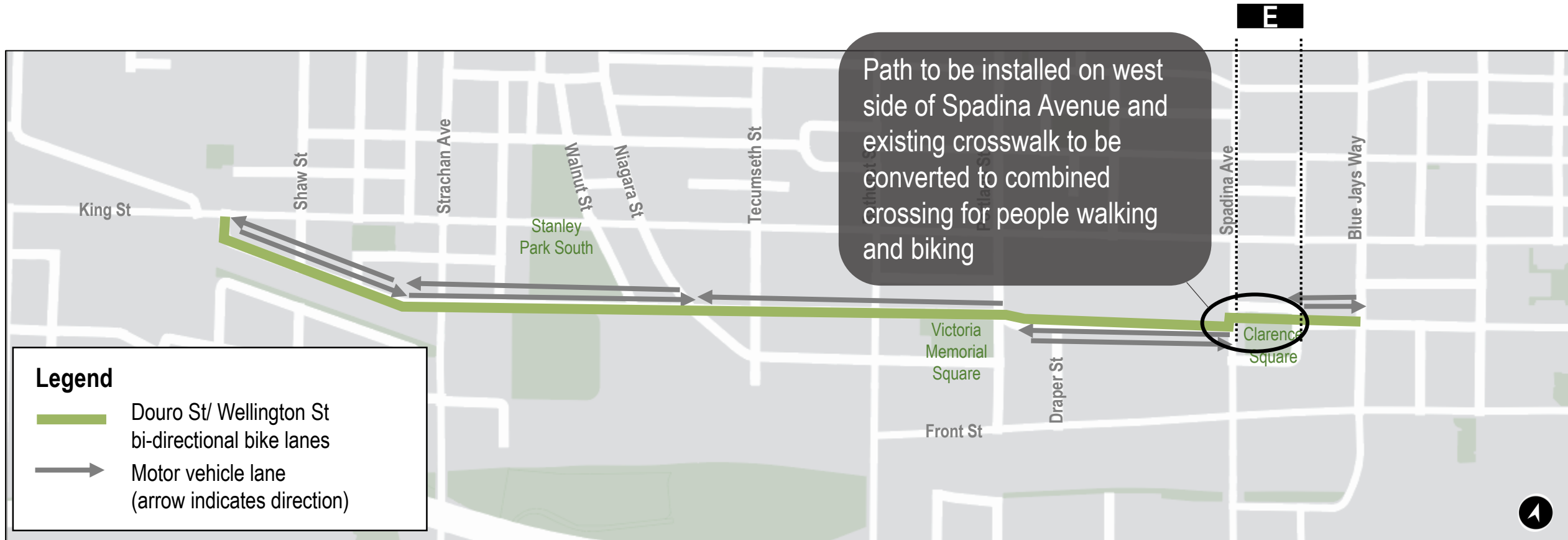
- The community is seeking more significant improvements and has suggest a flush street with pedestrian scale lighting similar to Street adjacent Berczy Park at St Lawrence Market.
- Neighbourhood Projects is preparing to hire a design consultant, advance the design with community feedback in 2022.
- Construction is currently programmed in 2024.



Segment E

Spadina Avenue Intersection Crossing And Clarence Square

Segment E | Spadina Avenue to Clarence Square



Segment E | Spadina Avenue Intersection



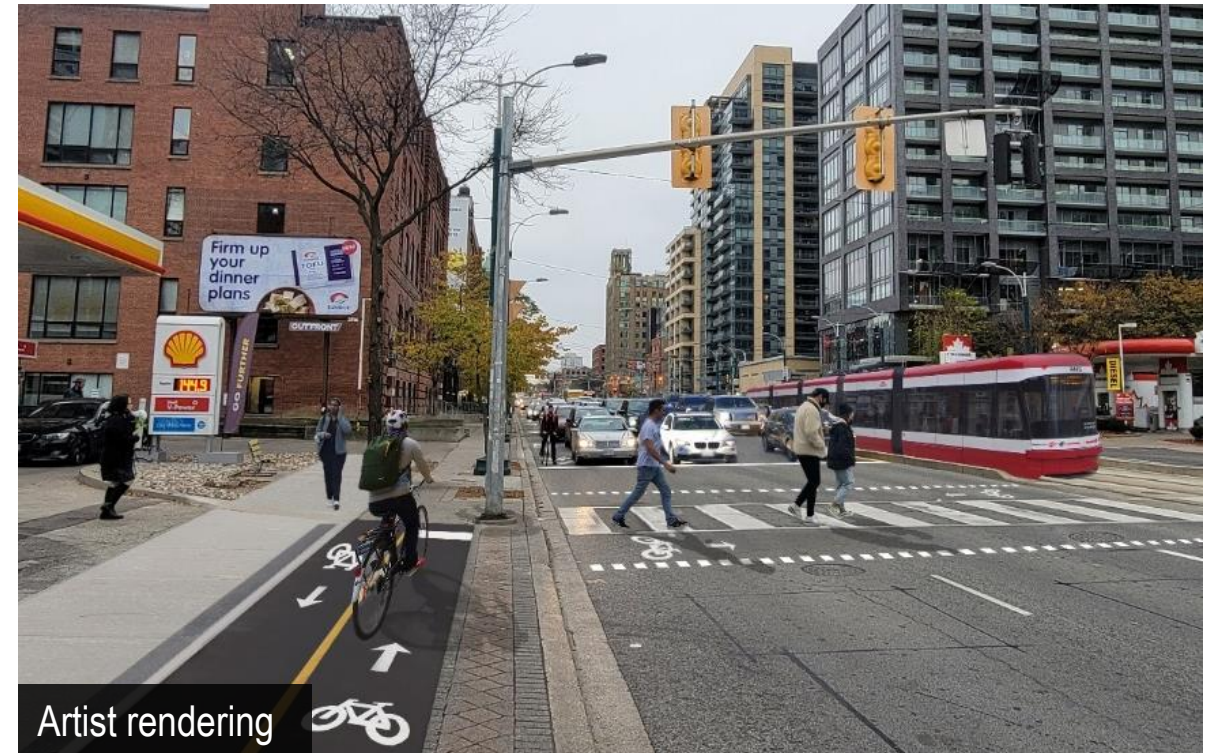
Existing Condition

- Narrow sidewalk
- No cycling facility
- Pedestrian crossing

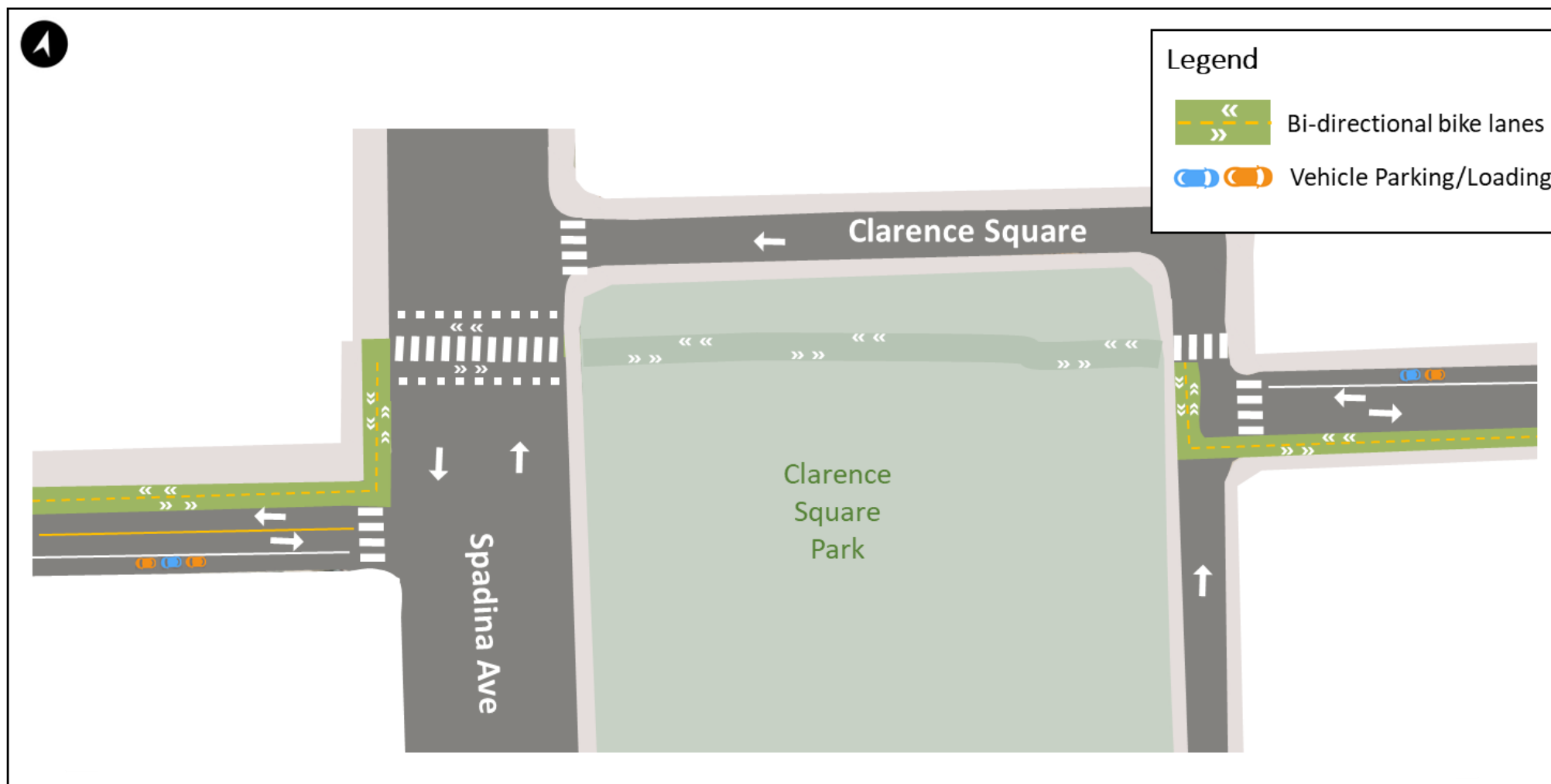


Proposed Design

- Install bi-directional path on west side sidewalk
- Widen the sidewalk
- Introduce combined crossing for people walking/biking



Segment E | Spadina Avenue to Clarence Square



Segment F

Wellington Street

(Clarence Square and Blue Jays Way)

Segment F | Clarence Square to Blue Jays Way



Segment F | Clarence Square to Blue Jays Way



Existing Condition

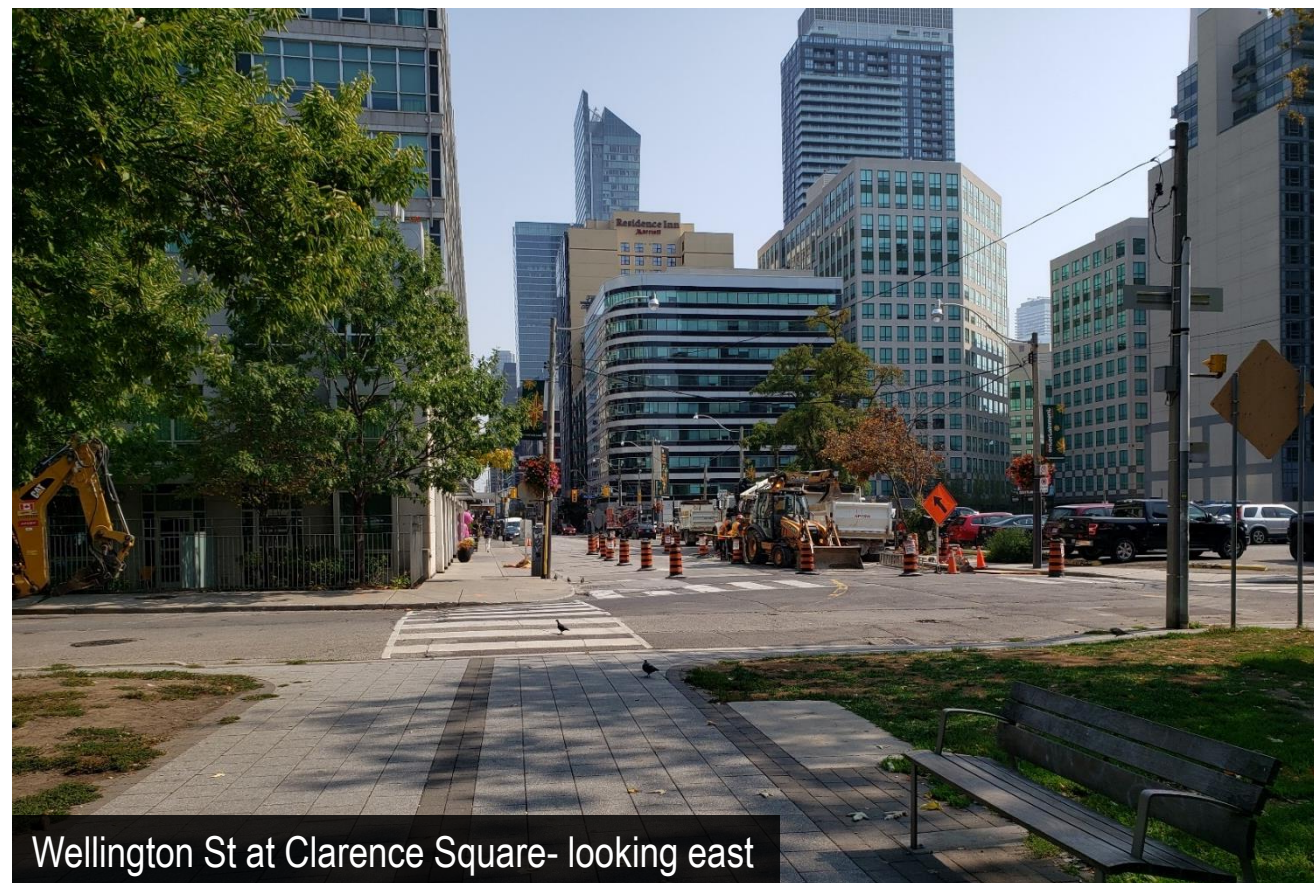
- Two-way for motor vehicles and bikes on Wellington St
- Hotel parking/loading area on north side
- On-street Electric Vehicle (EV) charging spaces on south side

Proposed Design

- Install bi-directional bike lane on the south side
- Install new bike signal heads at Blue Jays Way
- Maintain motor vehicle lanes and hotel parking on north side

Impacts

- Removal of two on-street spaces for EV charging on the south side
- Removal of one northbound lane on Clarence Square



Wellington St at Clarence Square- looking east

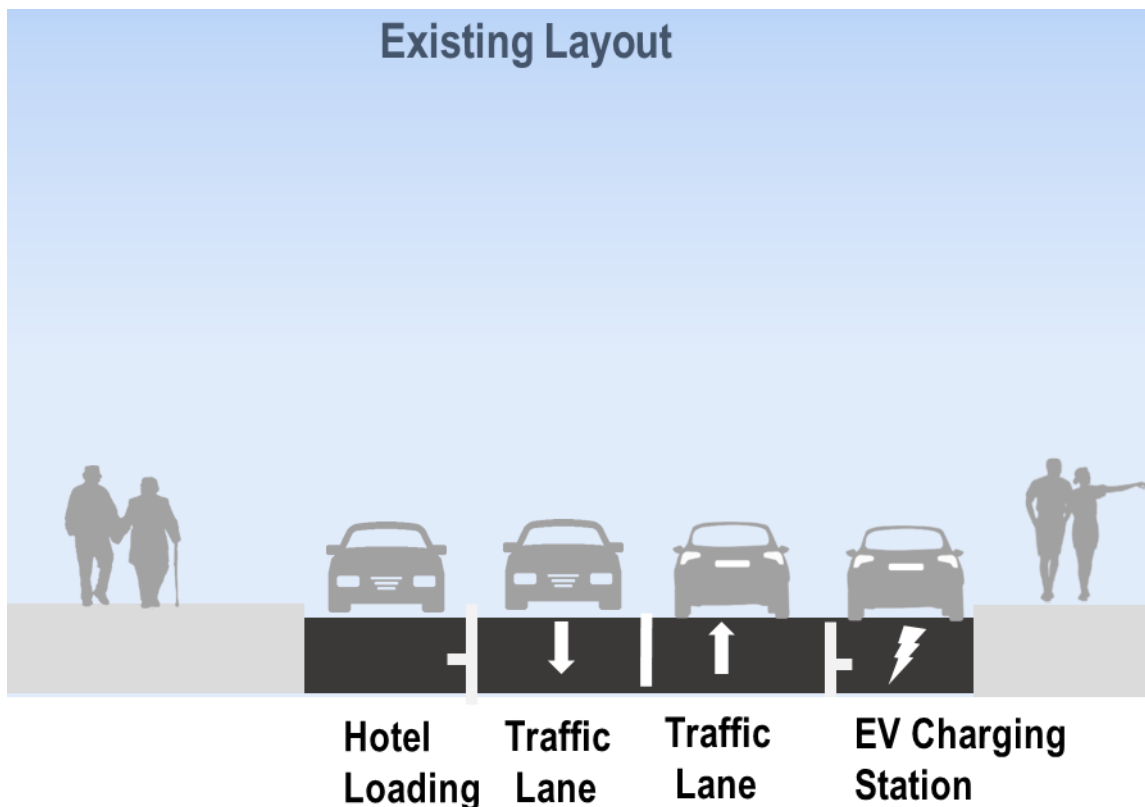
Segment F | Clarence Square to Blue Jays Way



Existing Condition

- Two-way traffic for motor vehicles
- Hotel parking/loading on the north side
- Two EV charging spaces on south side

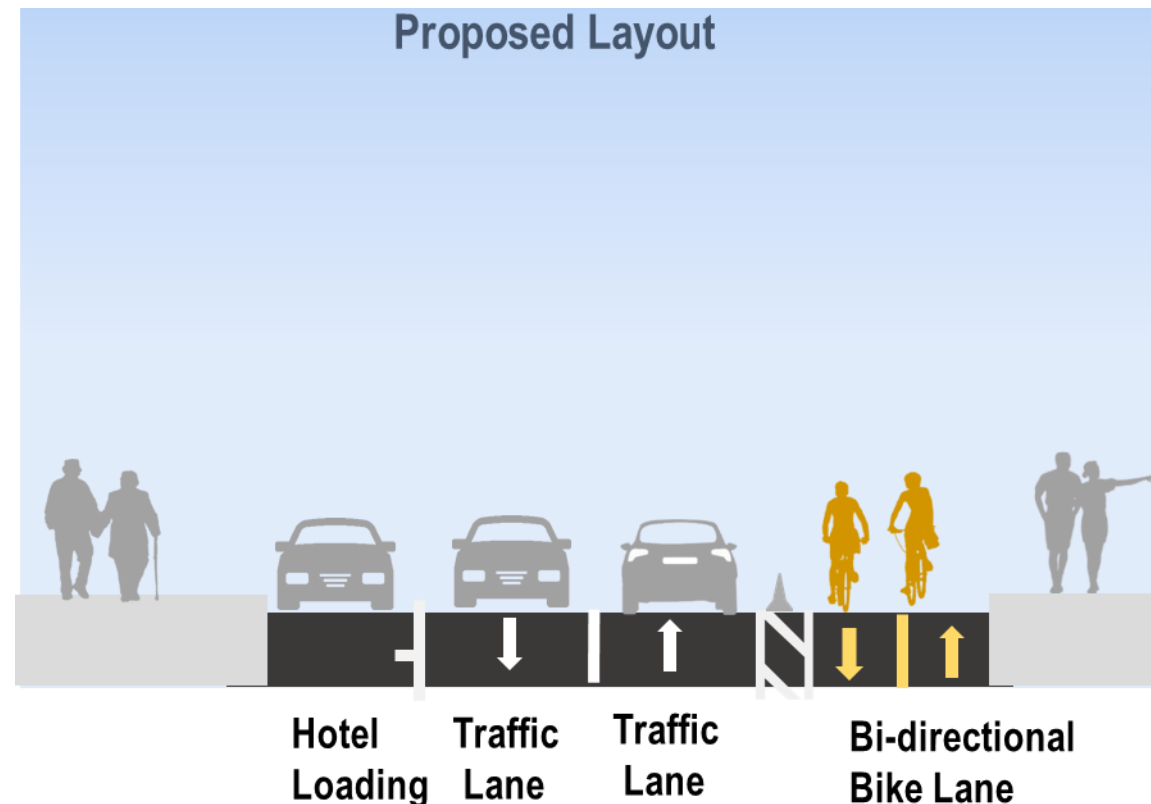
Existing Layout



Proposed Design

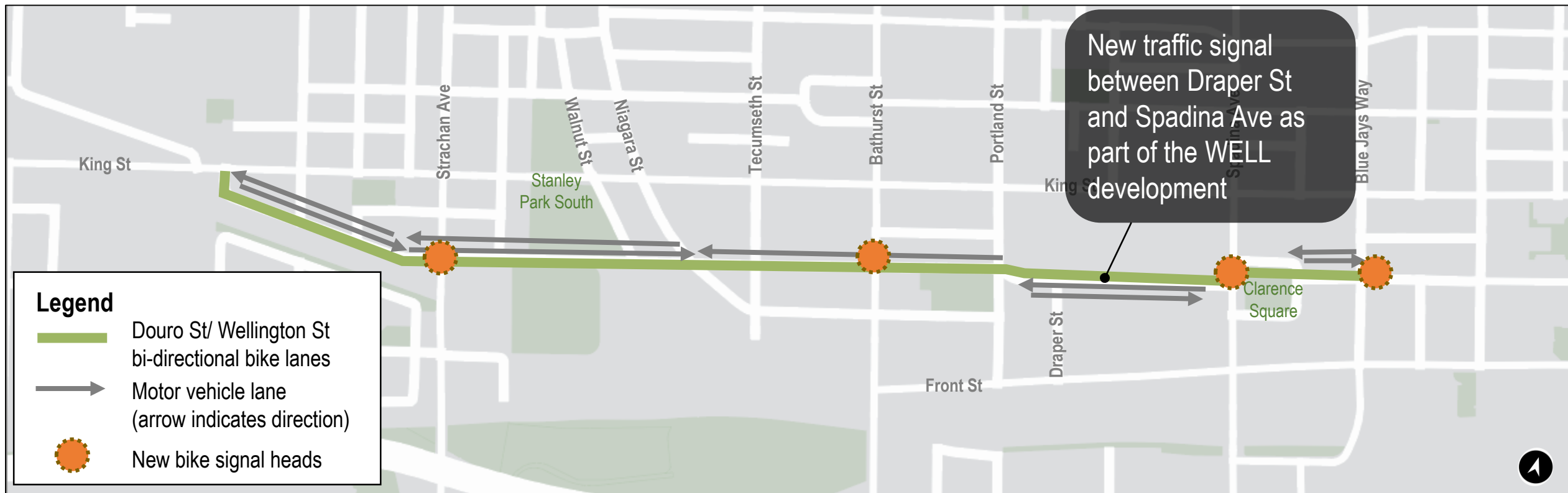
- Maintain two-way traffic and parking/loading on north side
- Install bi-directional bike lane on the south side
- Remove EV charging spaces

Proposed Layout

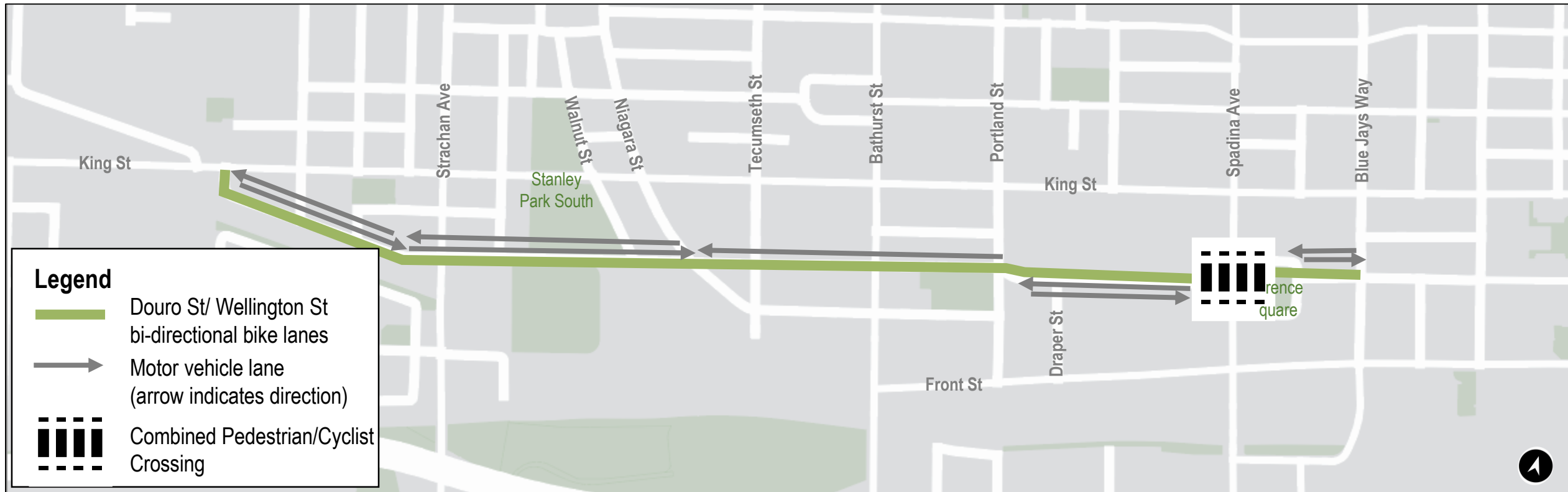


Summary of Impacts

Traffic Signals



Crossings



Parking & Stopping



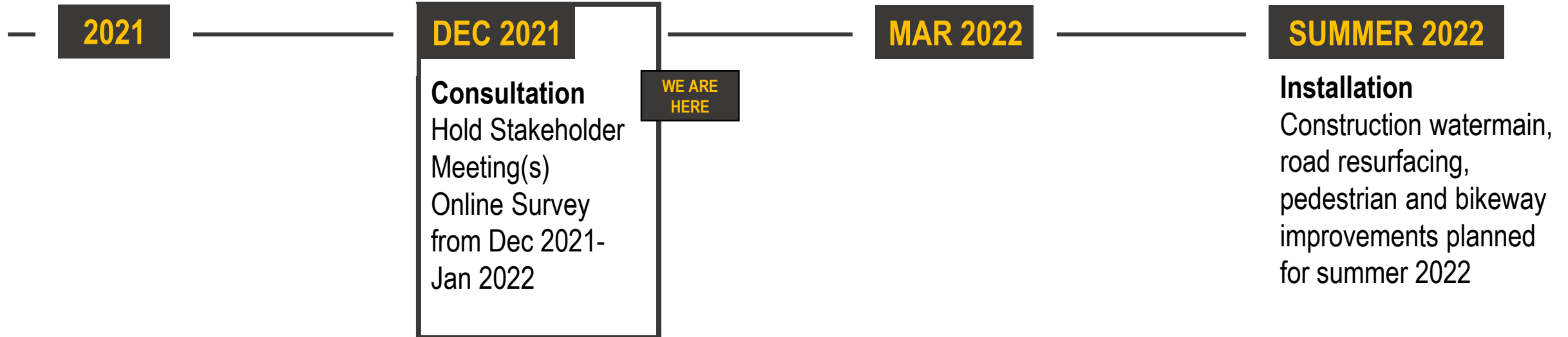
Key Dates and Next Steps

Key Dates



**Data Collection,
Analysis, Design
Development**
Parking surveys,
analysis, design options

Report for Approval
Recommendation to
Infrastructure &
Environment
Committee





- **Notice of Public Consultation** has been sent out to community and businesses in the area
- **An online commenting form and survey** are open from **December 7th to January 7th**

<https://toronto.mysocialpinpoint.ca/wellington>

Project Website:
toronto.ca/wellingtonbikelanes

Online Feedback (open Dec 2, 2021- Jan 9, 2022):
<https://toronto.mysocialpinpoint.ca/wellington-map#/>



CONTACT US

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

Dominic Cobran, Senior Public Consultation Coordinator
dominic.cobran3@toronto.ca
416-338-2986