



The Queensway Complete Street:

Safety Improvements & New Bikeways

Public Meeting - December 7, 2021



We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Huron-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.



This meeting is being recorded



Project Team

- Adam Popper, Cycling and Pedestrian Projects
- Becky Katz, Cycling and Pedestrian Projects
- Zeeshan Abdy, Cycling and Pedestrian Projects
- Kasra Khajavi, Cycling and Pedestrian Projects
- Ryan Lo, Public Consultation Unit
- Nathalie Forde, Public Consultation Unit

Councillor Mark Grimes City of Toronto, Ward 3 Etobicoke-Lakeshore



Agenda



6:00 PM	Introductions
6:10 PM	Meeting and Project Overview
6:25 PM	What Is Proposed
6:55 PM	Next Steps
7:00 PM	Question & Answer Period
8:00 PM	Meeting Adjourns

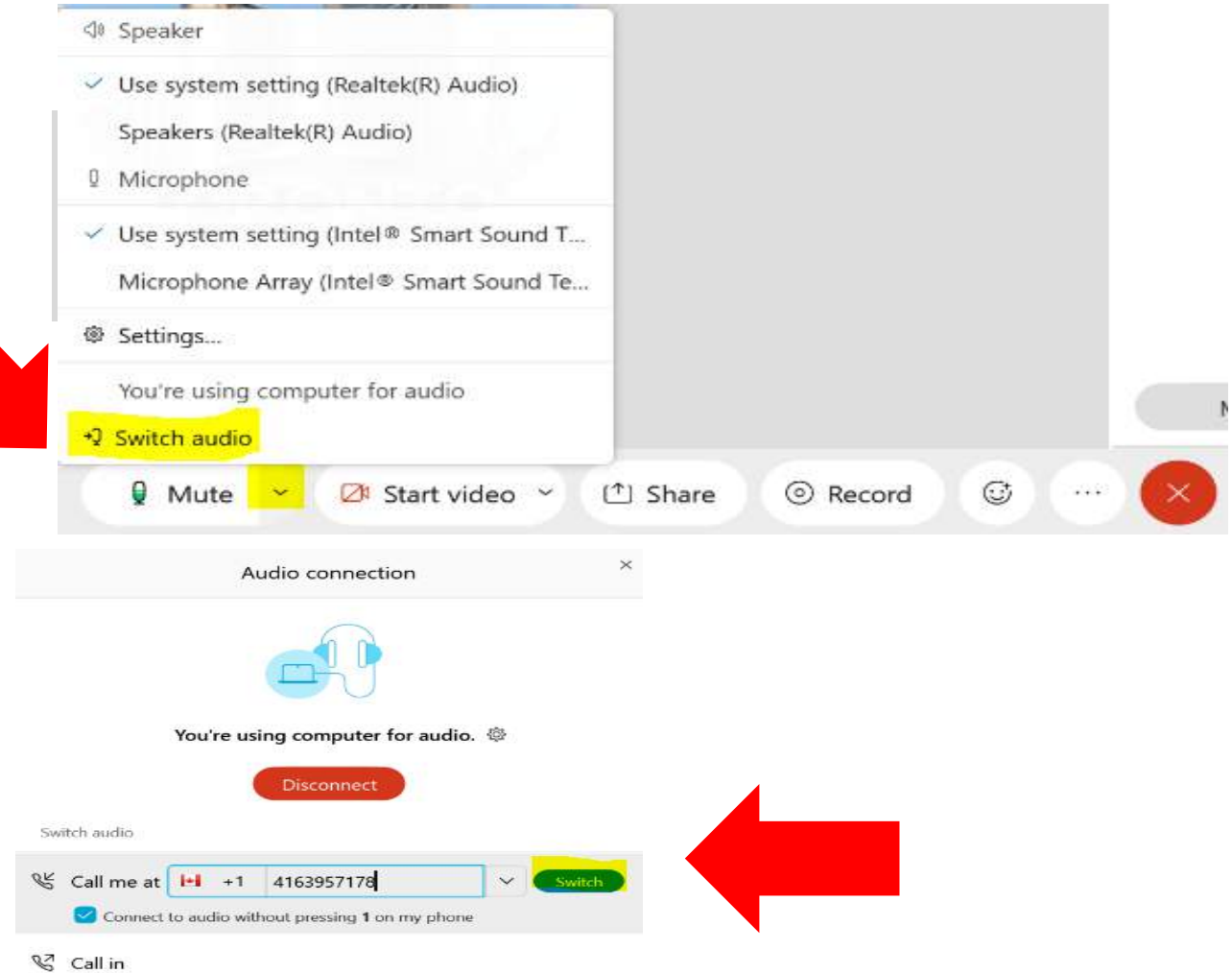
- **Be patient:** Virtual meetings don't always run as smoothly as planned.
- **Be brief:** Limit yourself to one question or comment when called on to speak.
- **Be respectful:** The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.



We want to hear from you – all questions are good questions!

Webex can call you!

1. Click **the arrow** beside your mute button
2. Click **“Switch audio”**
3. Use **“Call me”** function
 - Enter your phone #
 - Webex will call your phone
 - No long distance charges



Still not working? Try this!



Call Into the Meeting

Dial: 416-915-6530

When prompted for a meeting number,
enter: **2450 431 9707**

Participating by Computer

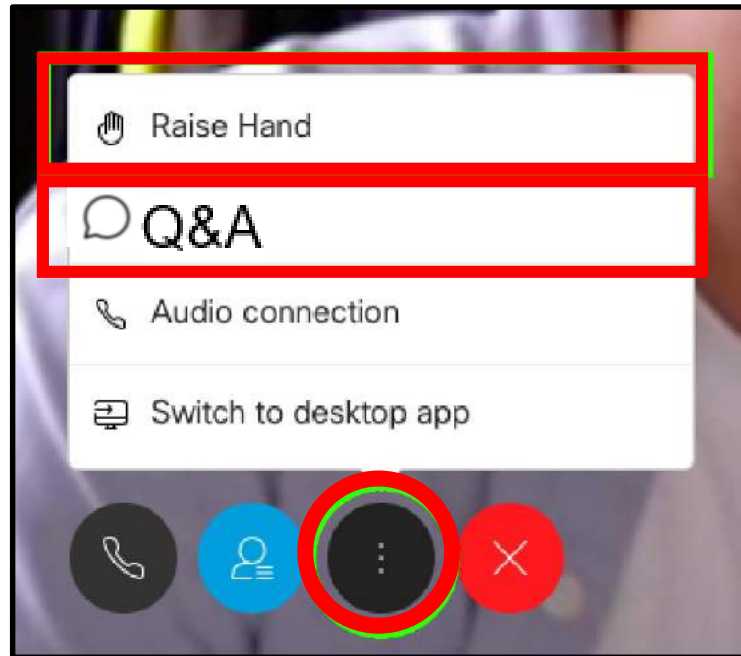


Raise your
hand virtually
or type your
question



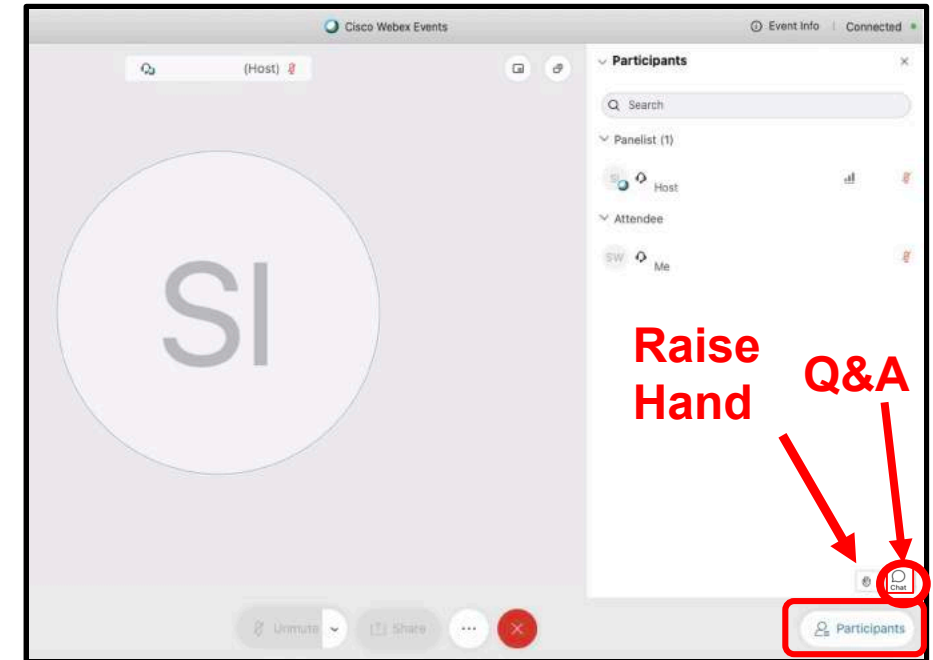
Via the Internet browser

Click the “...” button at the bottom of the video window and select “Raise Hand” or “Q&A”.



Via the Webex App

Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.



Participating by Smartphone or Tablet

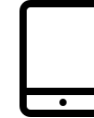
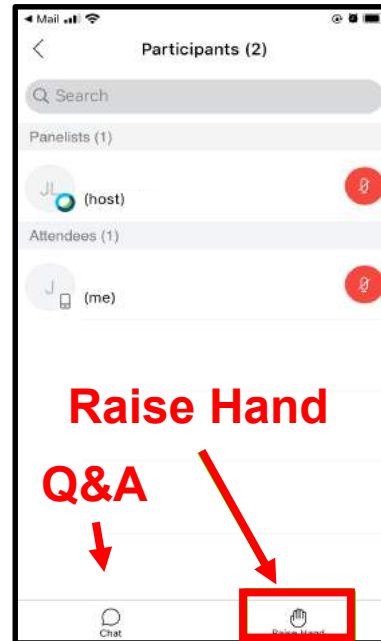
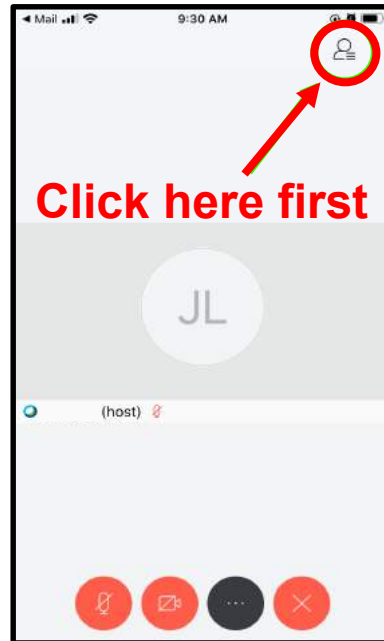


Raise your
hand virtually
or type your
question



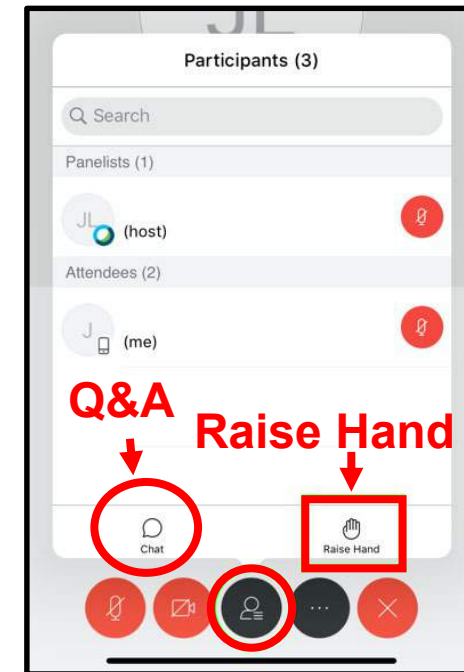
For smartphones

Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.



For tablets

Click the Participants panel button at the bottom of the screen. Then click the “Raise Hand” or “Q&A” button at the bottom right.



Raising your hand virtually by phone



- To raise your hand virtually, **key in *3.**
- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A period, the Host will unmute you and let you know that you can speak

Project Overview



LEGEND

- Existing Roads
- Project Scope
- Study Area
- Open Space
- Water Bodies

In 2023, parts of The Queensway between Mimico Creek and the Humber River will be reconstructed and the watermain will be replaced. The road and watermain work provides an opportunity to review the street for changes to improve safety and operations for people driving, taking transit, walking and cycling.

Project Goals



1. Improve safety for everyone



2. Enhance the walking, cycling and transit experience

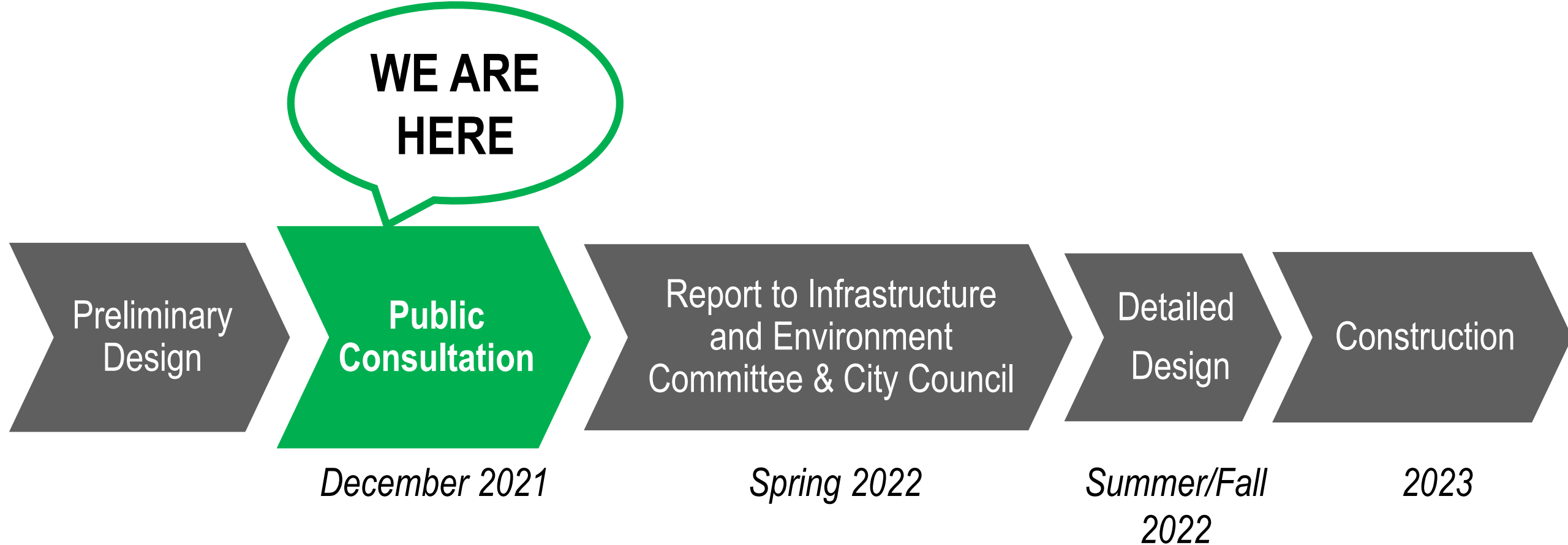


3. Maintain or enhance greening



4. Maintain roadway uses such as for transit, goods movement (trucks), shopping and commuting

Project Timeline



Why Now?

Why Now?



Planned major road reconstruction from Humber Bridge to High St and watermain replacement from High St to Park Lawn Rd on The Queensway for 2023



Gardiner Expressway rehabilitation in the area is scheduled for 2024-2026

Policies, Plans and Guidelines



Official Plan



Cycling Network Plan



Complete Streets Guidelines



**Healthy Toronto
By Design**



**Vision Zero Road Safety
Plan**



**TransformTO: Climate
Action Strategy**

Plans for The Queensway



Park Lawn Lake Shore Transportation Master Plan includes cycling infrastructure on The Queensway

Context and Considerations

Park Lawn Lake Shore Transportation Master Plan



<https://www.toronto.ca/legdocs/mmis/2021/ie/bgrd/backgroundfile-168488.pdf>

Land Uses and Key Destinations



LEGEND

- Existing Roads
- Study Area
- Open Space
- Water Bodies
- Traffic Signals
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- General Employment Areas
- Core Employment Areas

Land Uses and Key Destinations



Neighbourhoods



Mixed Use



Open Space and Trails



Open Space



Core Employment Areas



General Employment Areas

Existing Green Spaces and Trees



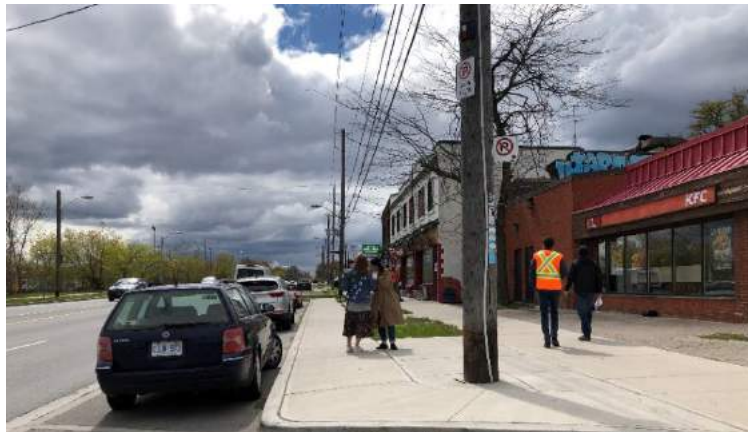
Grass near the road and sidewalk



Adjacent landscaping



Planting zone without trees



Trees in hardscape



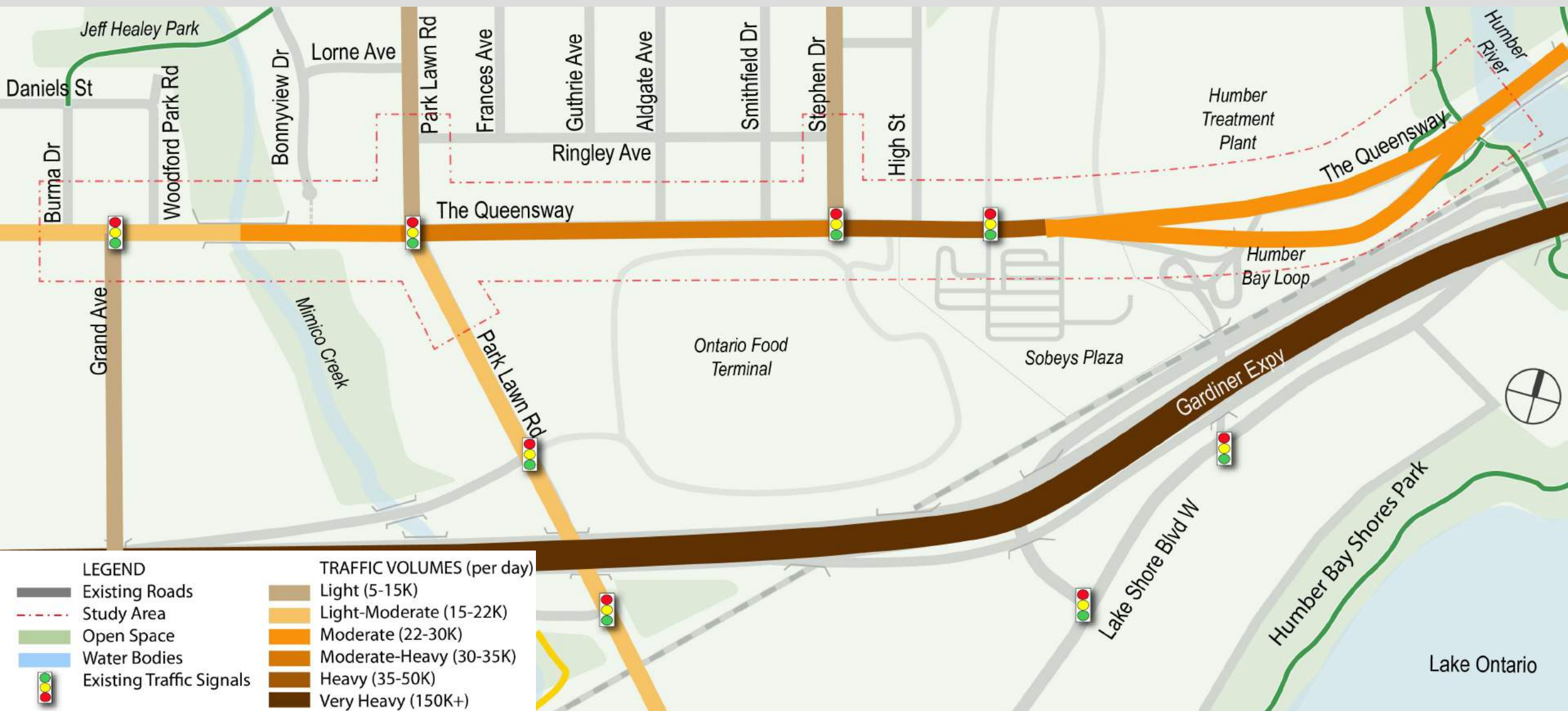
Trees at property line

How People Move on The Queensway

Transit Services: TTC Bus/Streetcar Routes and Stops



Motor Vehicle Movement Today



Truck Movement



Truck Movement



- Frequent large truck turns at the Park Lawn Rd intersection
- Large trucks use The Queensway to get to and from the Ontario Food Terminal and Gardiner Expressway



Bike Lanes and Trails Today



LEGEND

Existing Roads

Study Area

Open Space

Water Bodies

Existing Traffic Signals

Existing Unpaved Trails

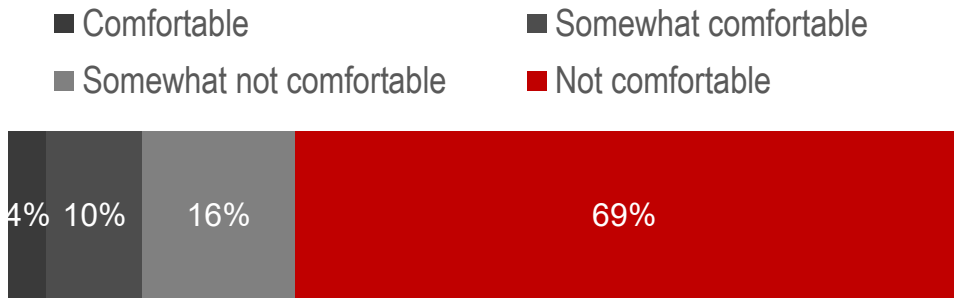
Existing Trails

Existing Bike Lanes (On-Road)

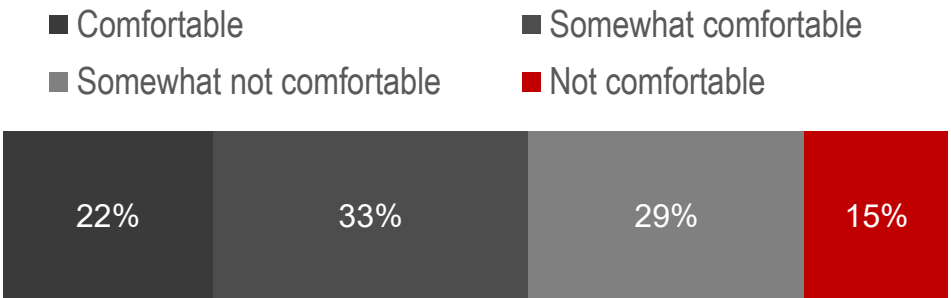
8 of 10 Torontonians don't feel safe cycling without bike lanes



Cycling comfort level on major roads *without* bike lanes



Cycling comfort level on major roads *with* bike lanes



Walking Conditions Today



- Patios and space for lingering on, and near, the sidewalk
- Commercial and retail areas attract people walking



Walking Conditions Today



- Narrow sidewalks with below-standard widths
- Long crossing distances at major intersections and at industrial driveways
- Small pedestrian island at Park Lawn Rd & The Queensway intersection



Walking Conditions Today



- Missing sidewalk on the south side between the Humber Bridge and Humber Bay Loop
- Poor connection and alignment to Humber Trail under hydro tower



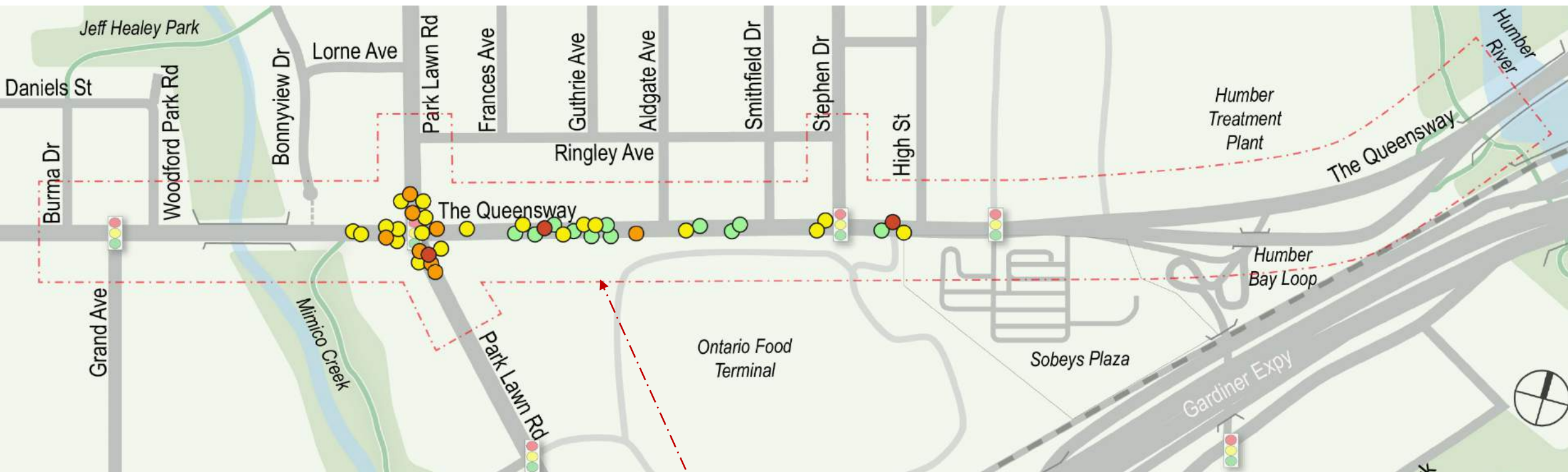
Walking Conditions Today



- Bus bays constrain sidewalk space
- Frequent driveways and lay-bys
- Waste collection and parking



Collisions



LEGEND

- Existing Roads
- Study Area
- Open Space
- Water Bodies
- Collisions (Minor-Severe)

64 of 338 Collisions with injuries between 2015-2019

Opportunities to Improve Walking Conditions

Opportunities



- Reduce speeding and conflicts at intersections
- Improve public realm by enhancing streetscape and widening sidewalks
- Improve accessibility at across the corridor
- Improve bus stops and waiting areas



Opportunities



- Minimize vehicular conflicts with vulnerable road users
- Plant new trees, installing new planters or bioswales
- Accommodate frequent bus turns and connecting to bike lanes at Stephen Dr
- Improve safety and comfort for people walking and cycling near the High St Bus Loop



What is Proposed?

What is Proposed Overall?



- Separated cycle tracks
- Wider sidewalks
- Integrated bus/bike stops
- Centre medians



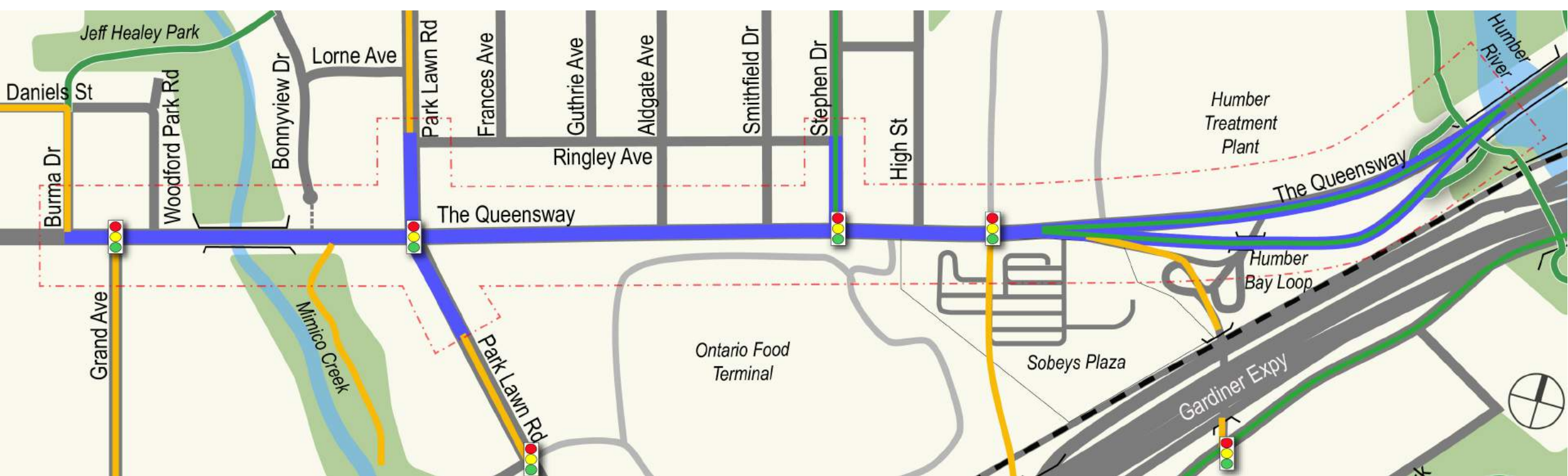
What is Proposed Overall?



- Smart and coordinated signals
- Protected intersections
- Truck aprons



Existing, Proposed and Future Cycling Routes



LEGEND

- Existing Roads
- Study Area
- Open Space
- Water Bodies
- Existing Traffic Signals
- Existing Trails and Bike Lanes
- Proposed Bikeway (this project)
- Future Potential Bikeway

Humber River to the Humber Wastewater Treatment (HWT) Plant



Proposed changes:

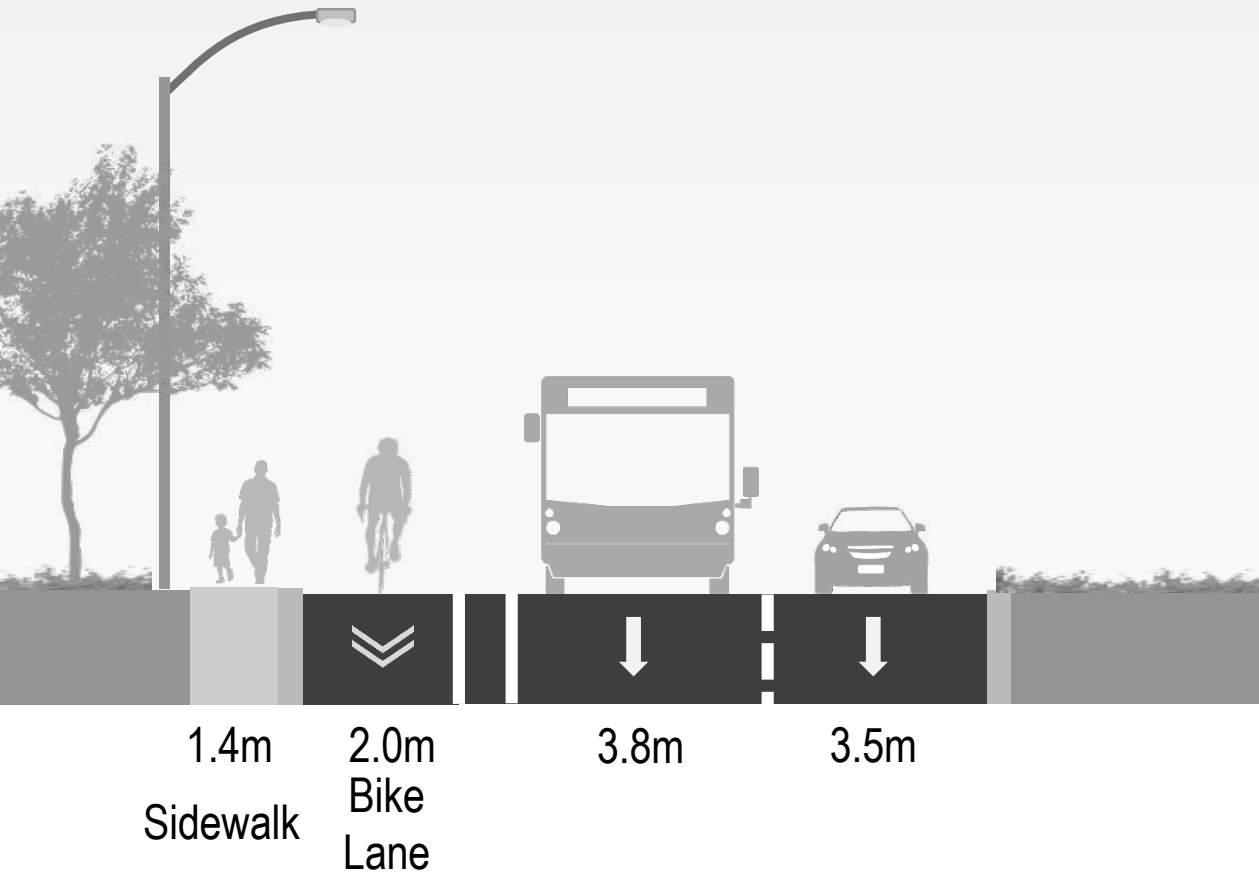
- Widened sidewalk on the north side of The Queensway
- New sidewalk on the south side of The Queensway
- Protection added to the cycle track on both sides of The Queensway
- Two vehicle lanes maintained in each direction

Humber River to the HWT Plant



EXISTING

North Side of The Queensway
Facing east – west of the Humber Loop



3.8m

4.0m

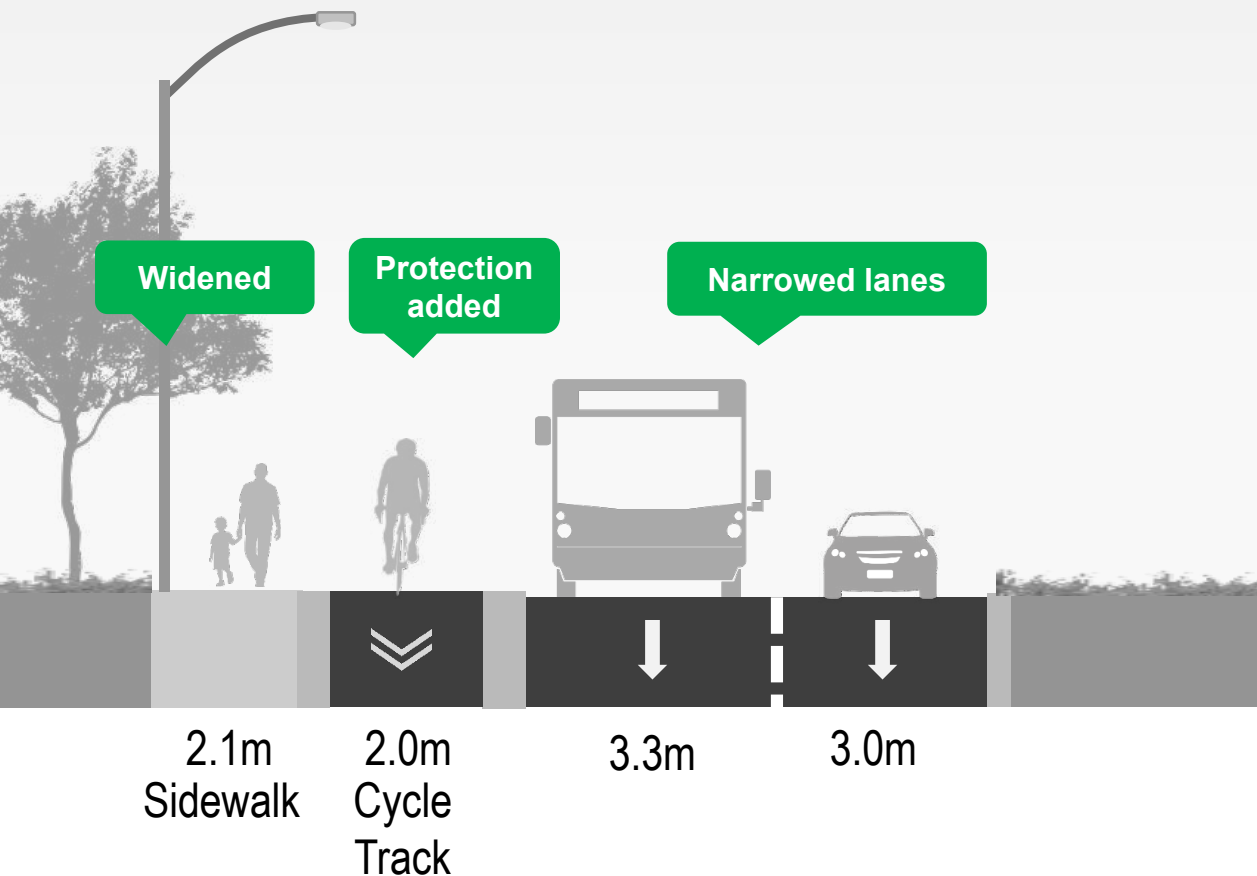
1.5m
Bike
Lane

Humber River to the HWT Plant

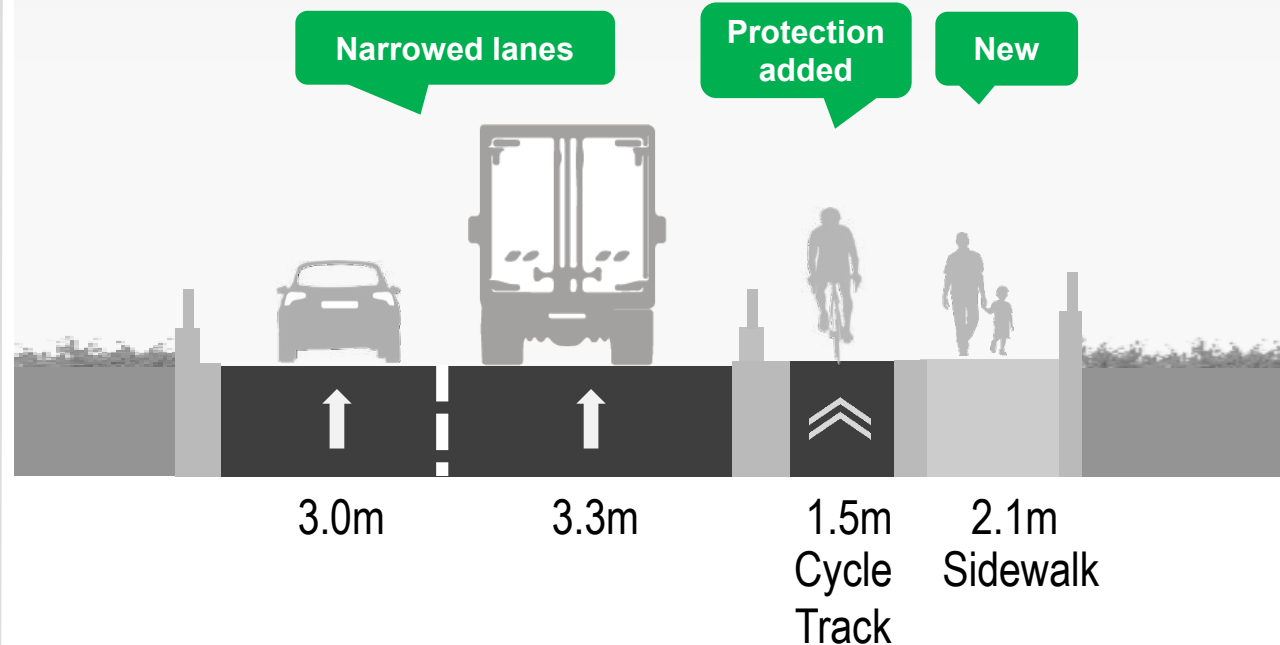


PROPOSED

North Side of The Queensway Facing east – west of the Humber Loop



South Side of The Queensway Facing east – west of the Humber Loop Bridge



Humber River to the HWT Plant



PROPOSED – Artistic Rendering



Facing west near Stephen Dr.

HWT Plant to High St



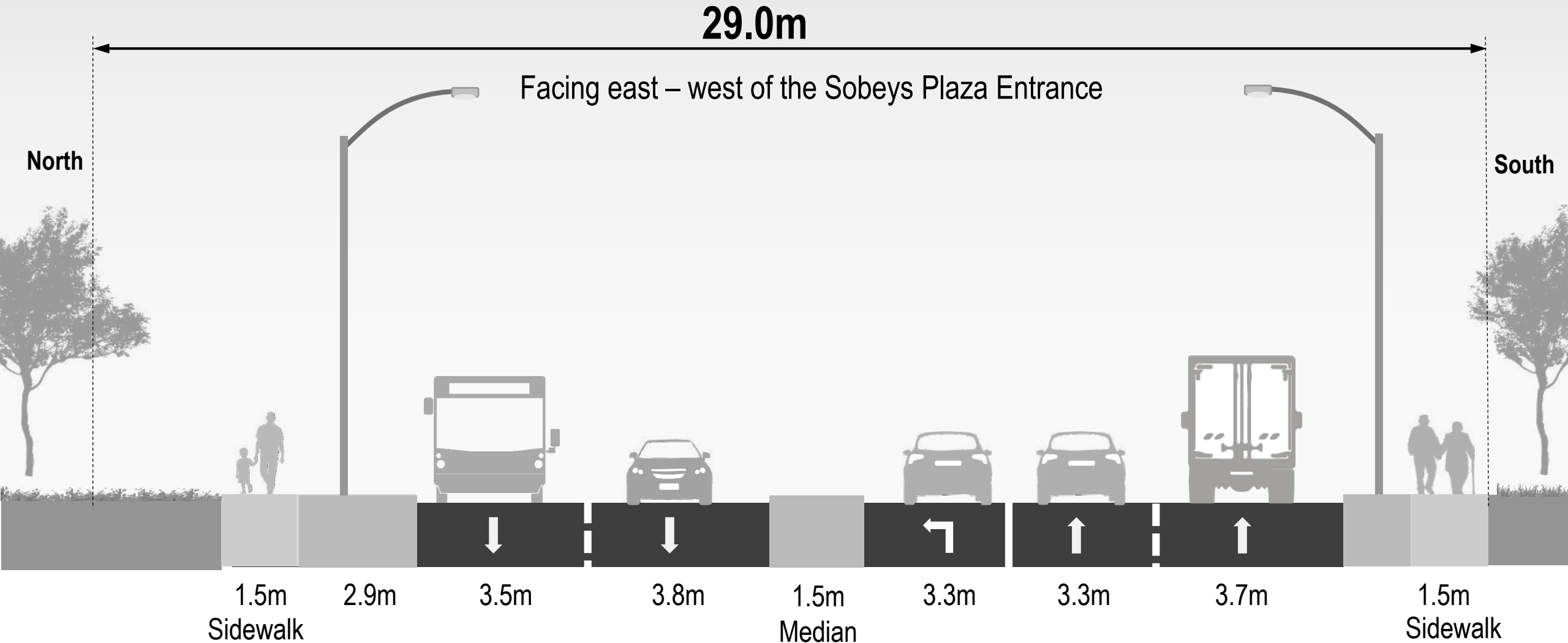
Proposed changes:

- Widened sidewalks on both sides
- New, separated cycle tracks on both sides
- Two vehicle lanes in each direction and the centre turning lane would be maintained
- Potential greening opportunities along the median

HWT Plant to High St



EXISTING



HWT Plant to High St



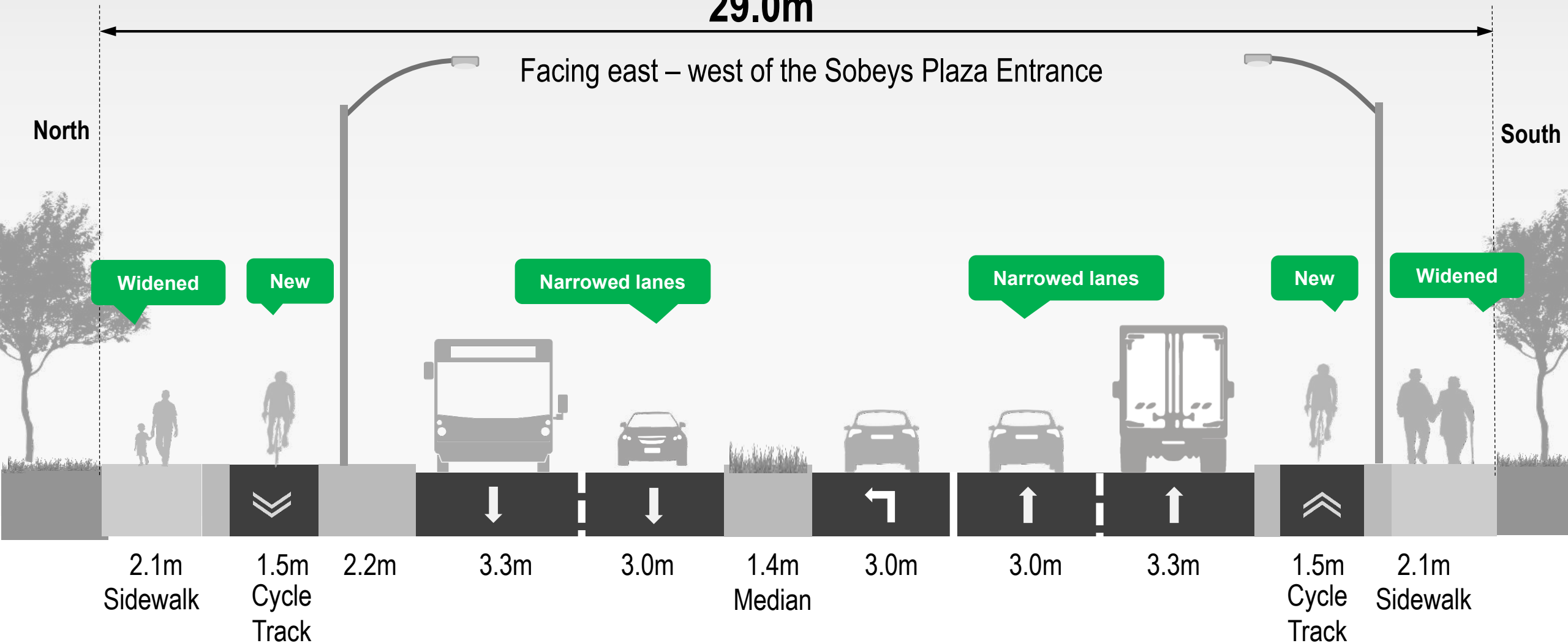
PROPOSED

29.0m

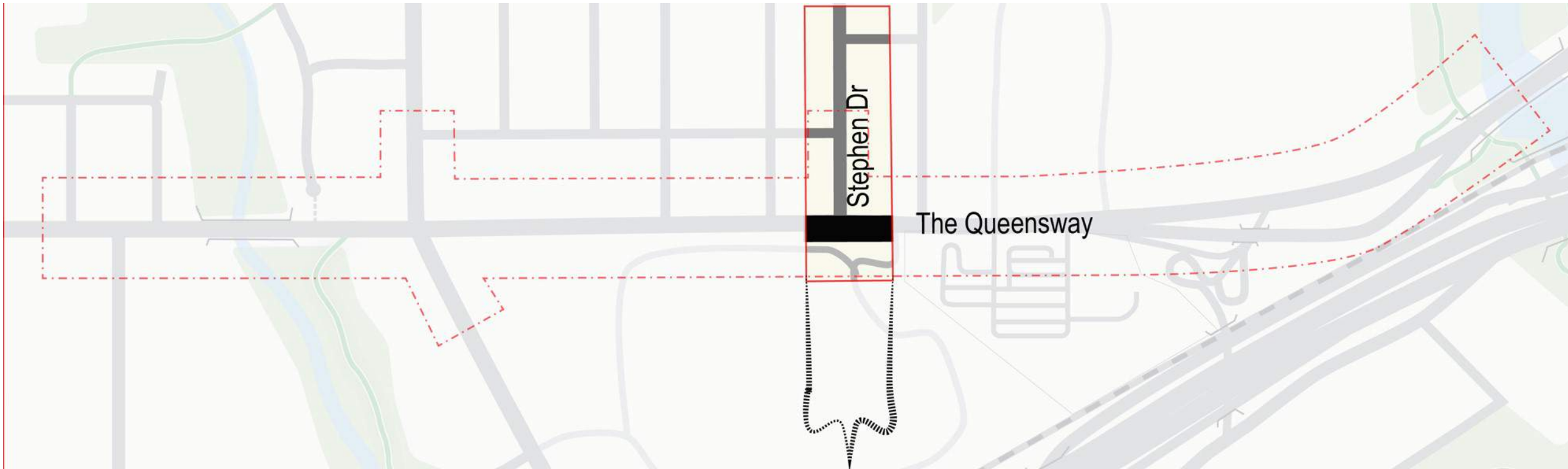
Facing east – west of the Sobeys Plaza Entrance

North

South



High St to Stephen Dr



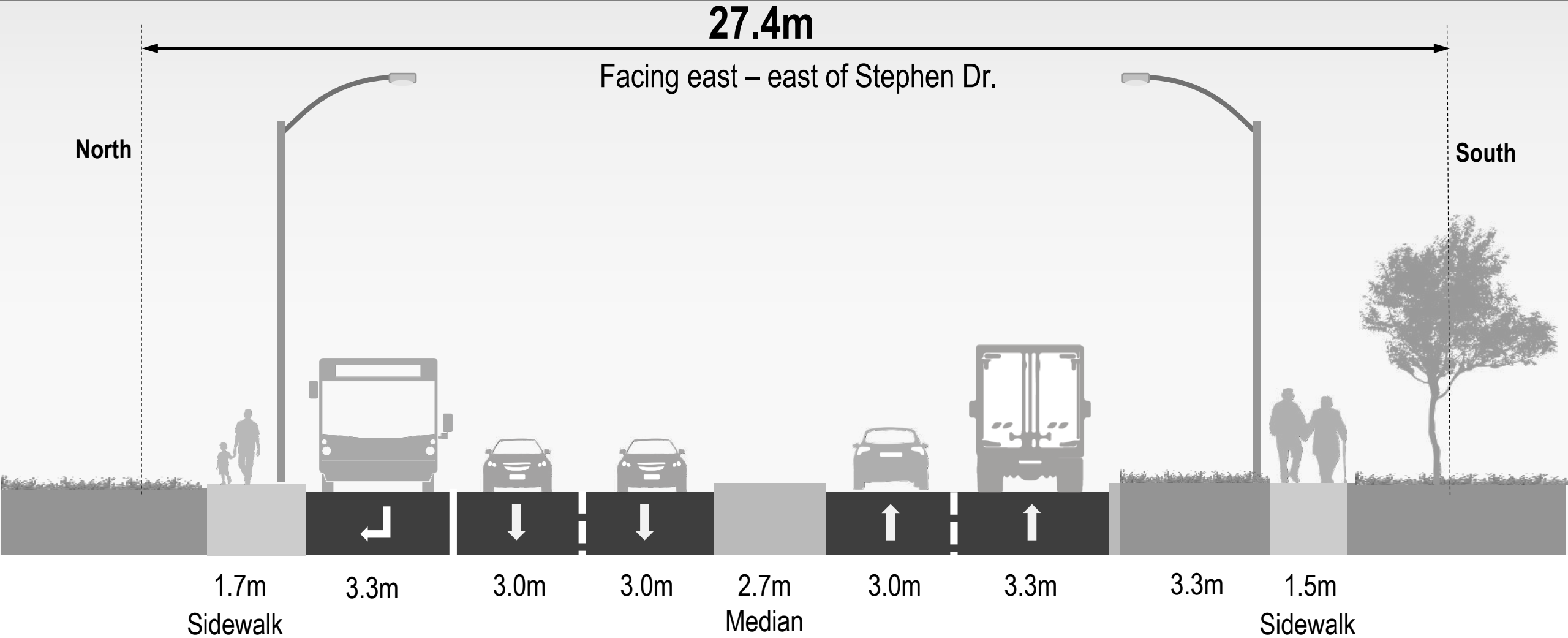
Proposed changes:

- Widened sidewalks on both sides of The Queensway
- New, separated cycle tracks on both sides of The Queensway
- Two vehicle lanes maintained in each direction
- Widened centre median and potential greening opportunities

High St to Stephen Dr



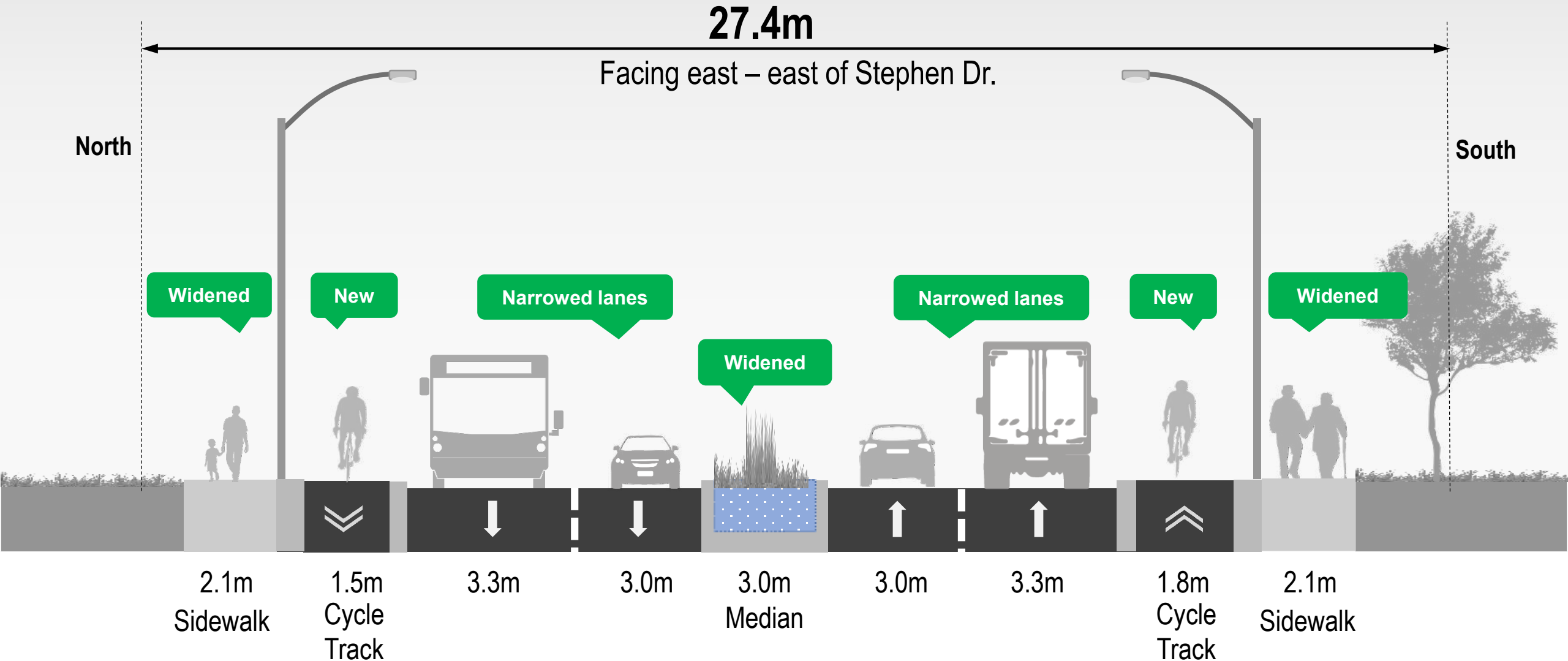
EXISTING



High St to Stephen Dr



PROPOSED



Stephen Dr to Park Lawn Rd



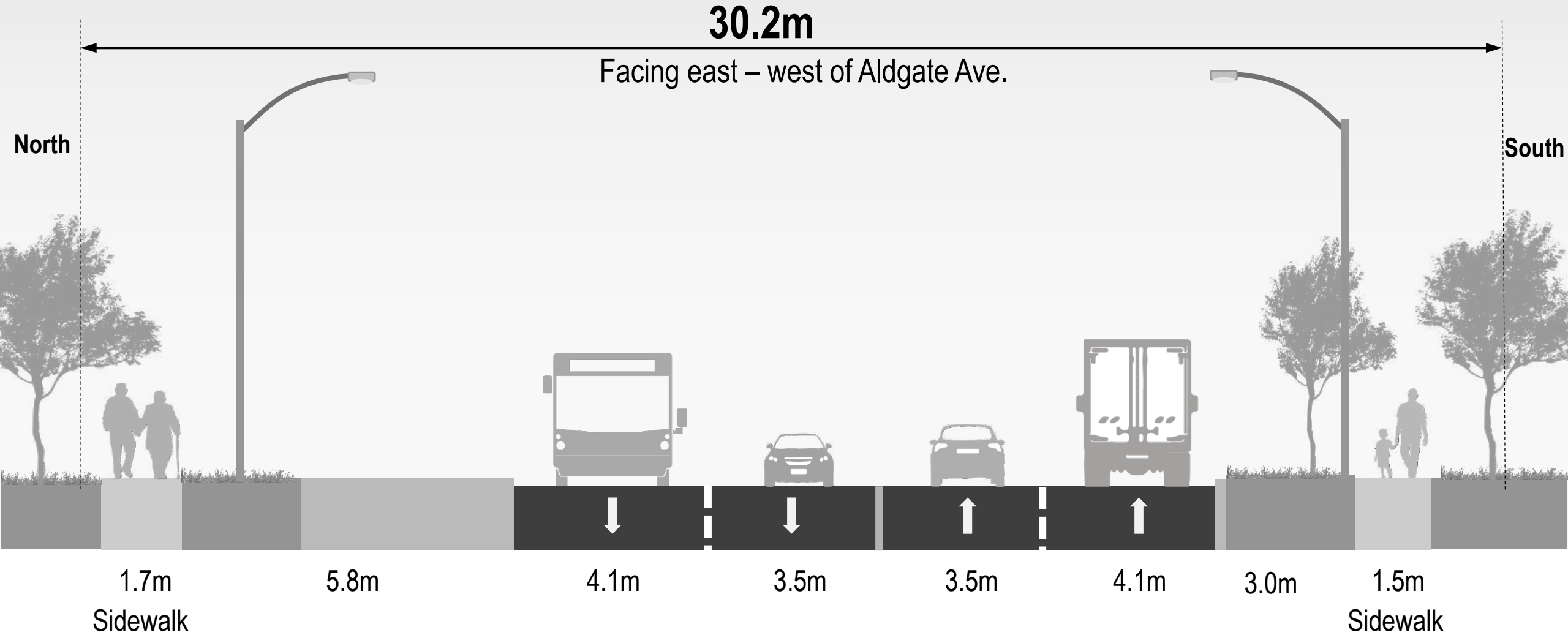
Proposed changes:

- Widened sidewalks on both sides of The Queensway
- New planting zone between the sidewalk and the cycle track on the north side of The Queensway
- New, separated cycle tracks on both sides of The Queensway
- Two vehicle lanes maintained in each direction
- New, raised centre median between Stephen Drive and Park Lawn Road, with a break at Aldgate Avenue

Stephen Dr to Park Lawn Rd



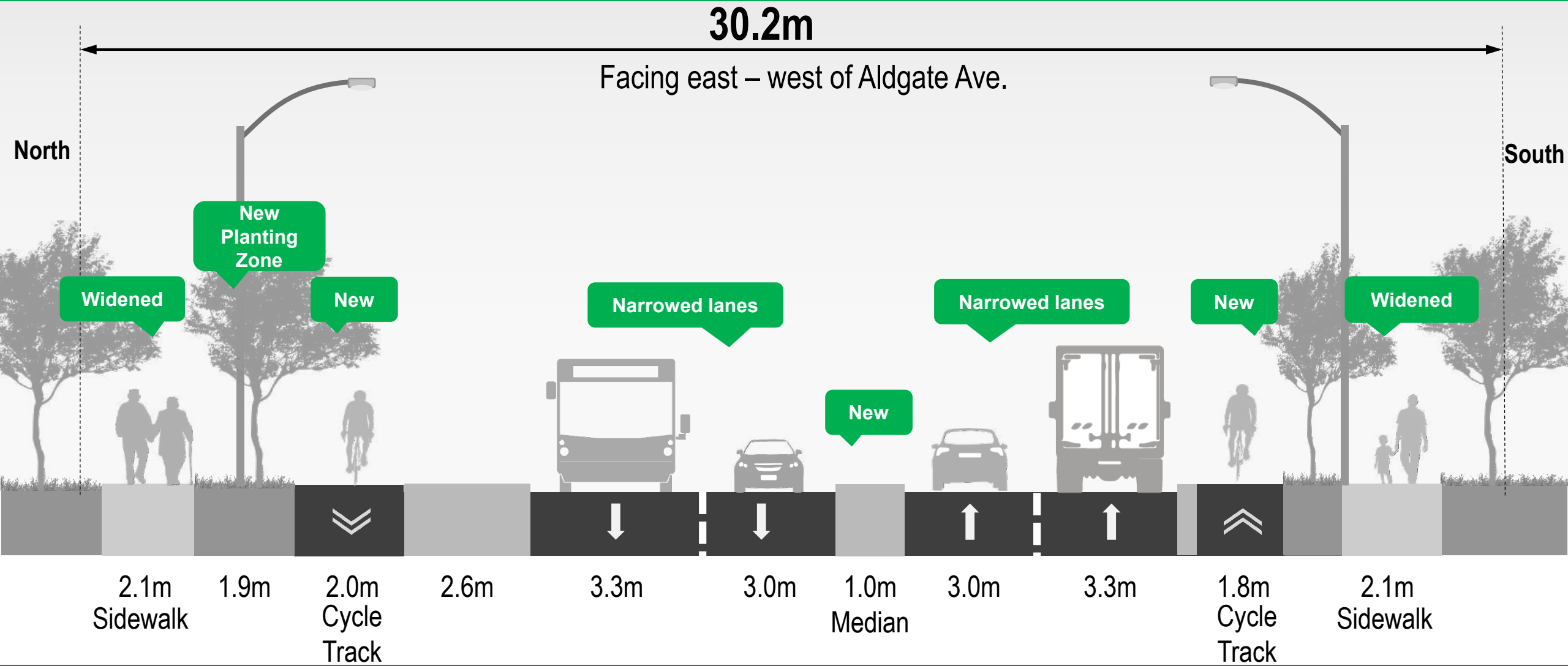
EXISTING



Stephen Dr to Park Lawn Rd



PROPOSED



Stephen Dr to Park Lawn Rd



Proposed: raised median Park Lawn Rd to Stephen Dr with a break at Aldgate Ave



likelihood of mid-block collisions during left-turn manoeuvres.

Stephen Dr to Park Lawn Rd



Vehicular access to north side driveways



Stephen Dr to Park Lawn Rd



PROPOSED – Artistic Rendering



Park Lawn Intersection



PROPOSED – Artistic Rendering



Park Lawn Rd to Mimico Creek



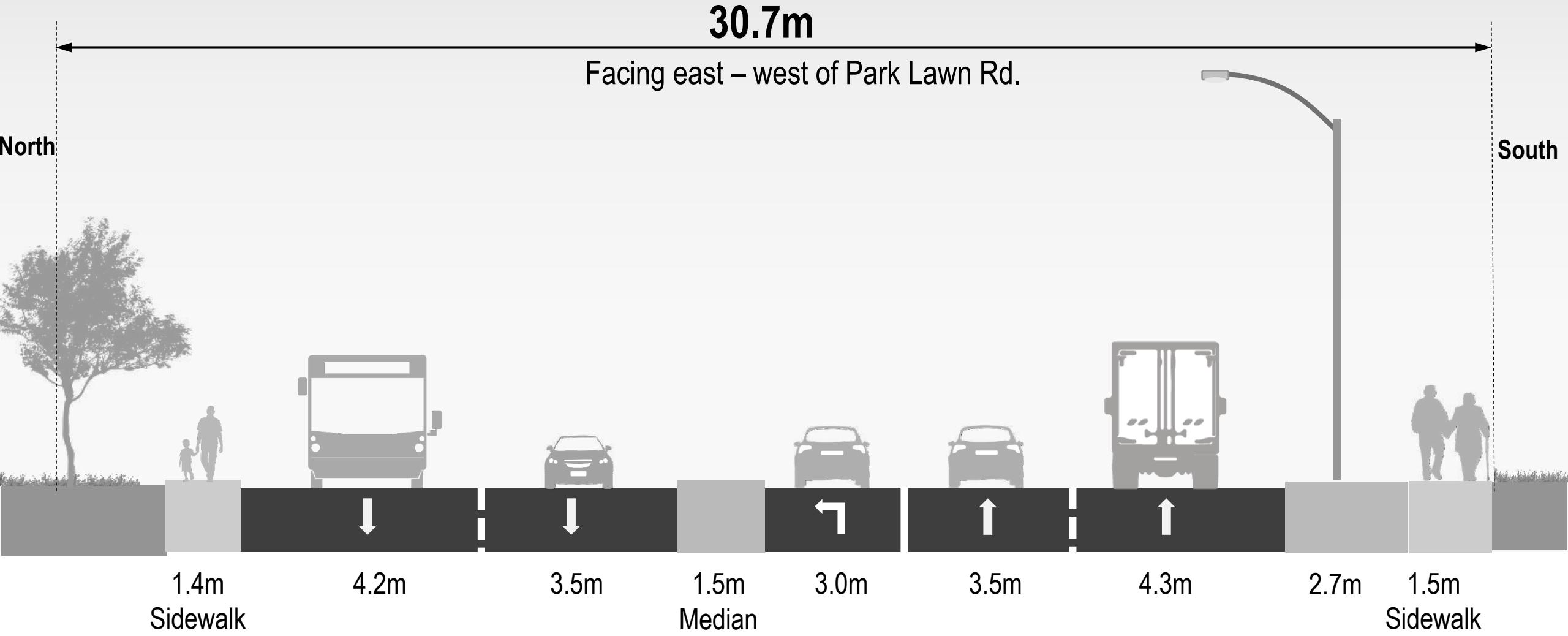
Proposed changes:

- Widened sidewalks on both sides of The Queensway
- New, separated cycle track on the north side of The Queensway
- New, two-way multi-use trail on the south side of The Queensway to connect to Mimico Creek Path
- Two vehicle lanes in each direction and the centre turning lane would be maintained

Park Lawn Rd to Mimico Creek



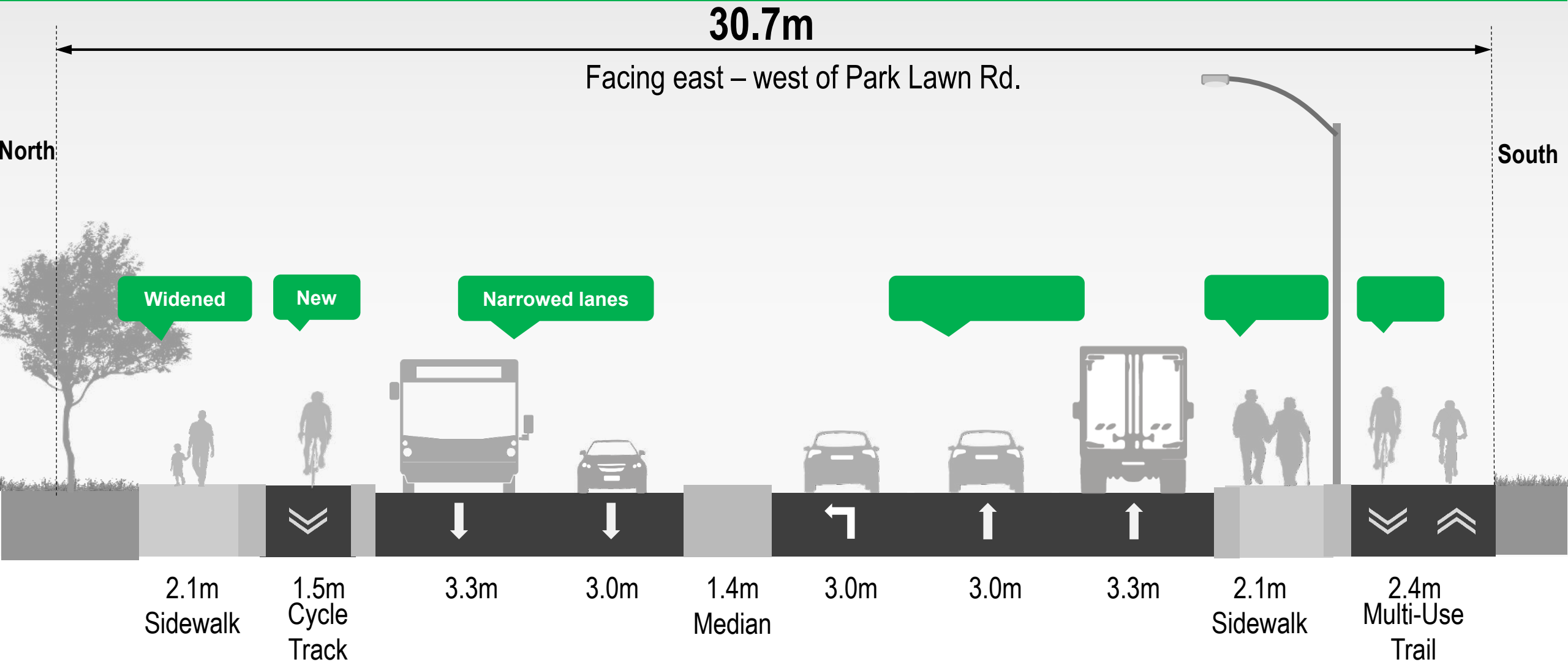
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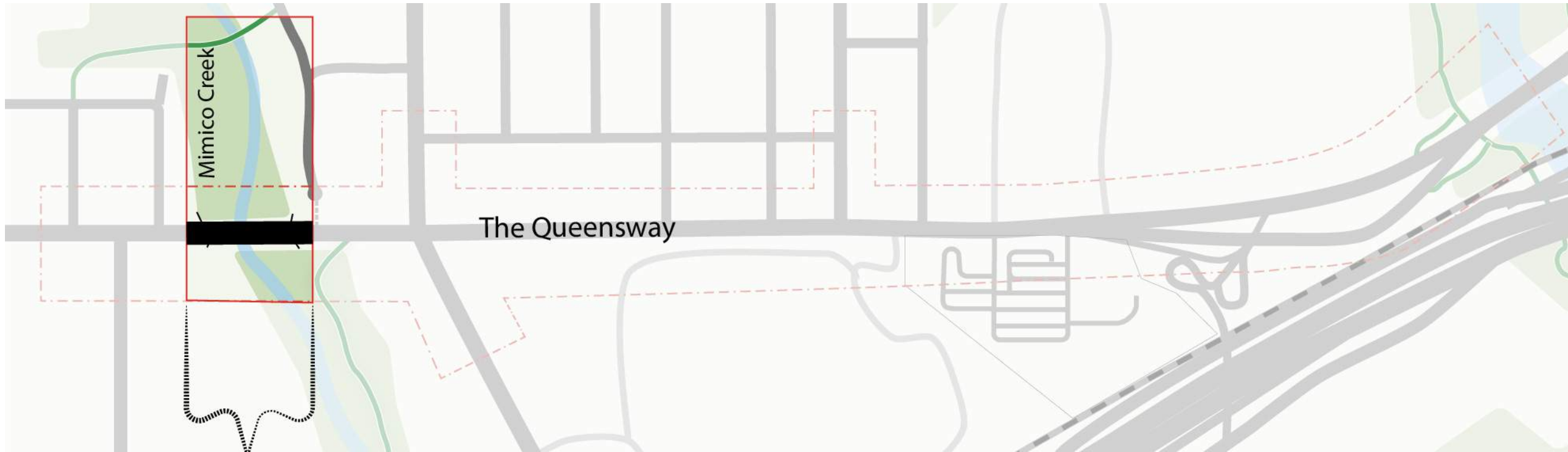
Park Lawn Rd to Mimico Creek



PROPOSED



Mimico Creek Bridge



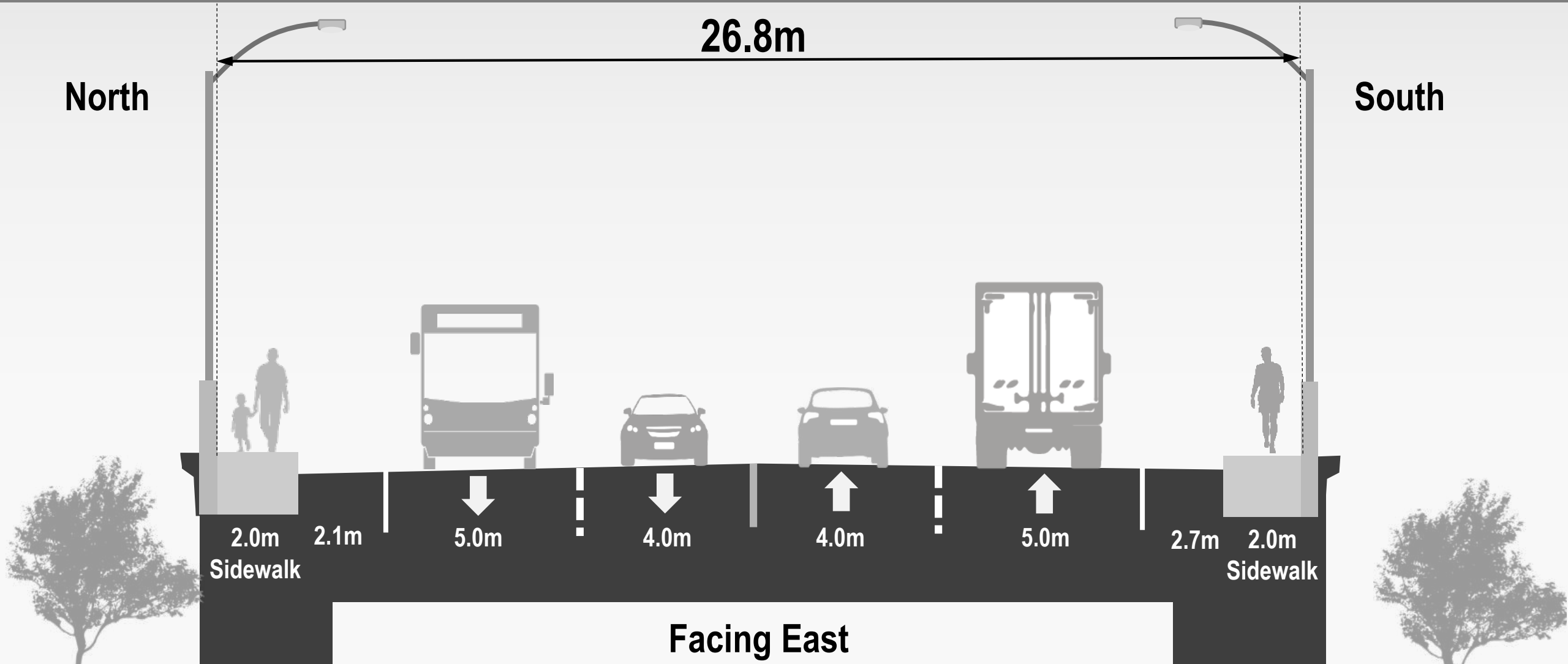
Proposed changes:

- New, protected cycle tracks on both sides of The Queensway
- Two vehicle lanes maintained in each direction

Mimico Creek Bridge



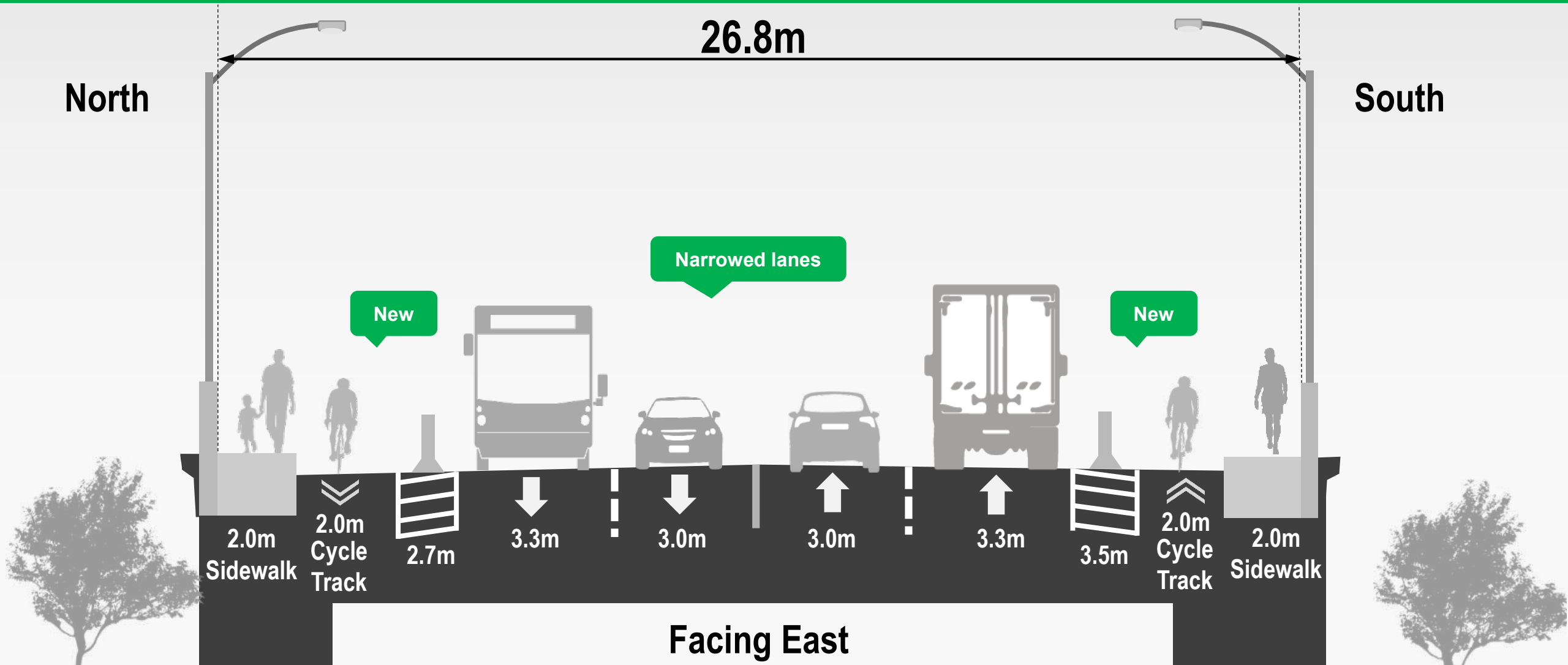
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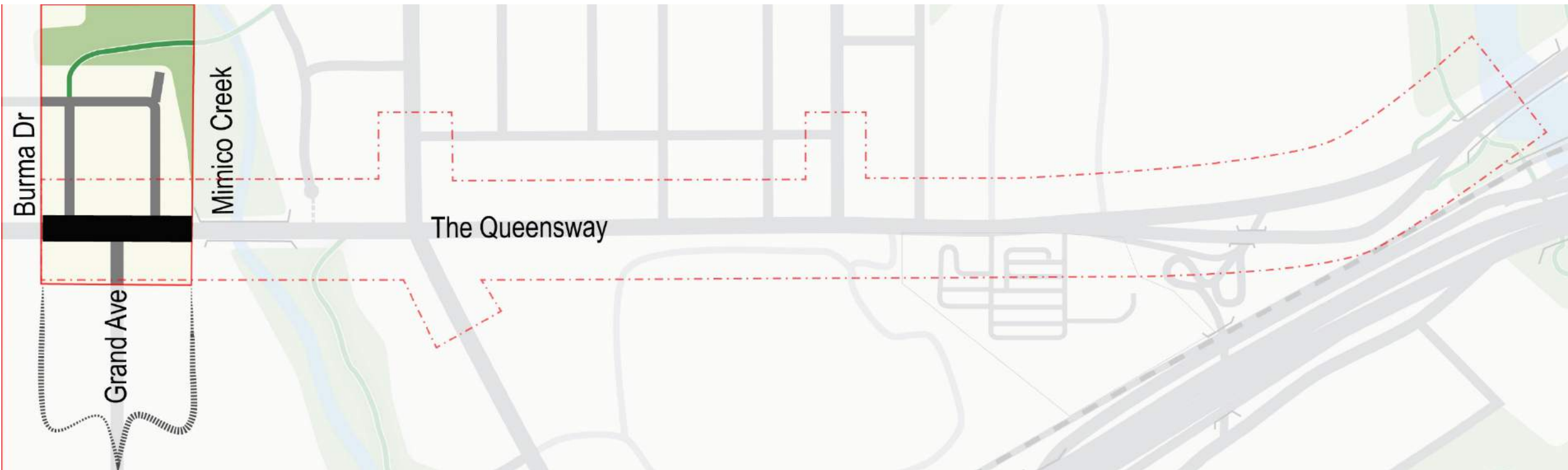
Mimico Creek Bridge



PROPOSED



Mimico Creek to Burma Dr



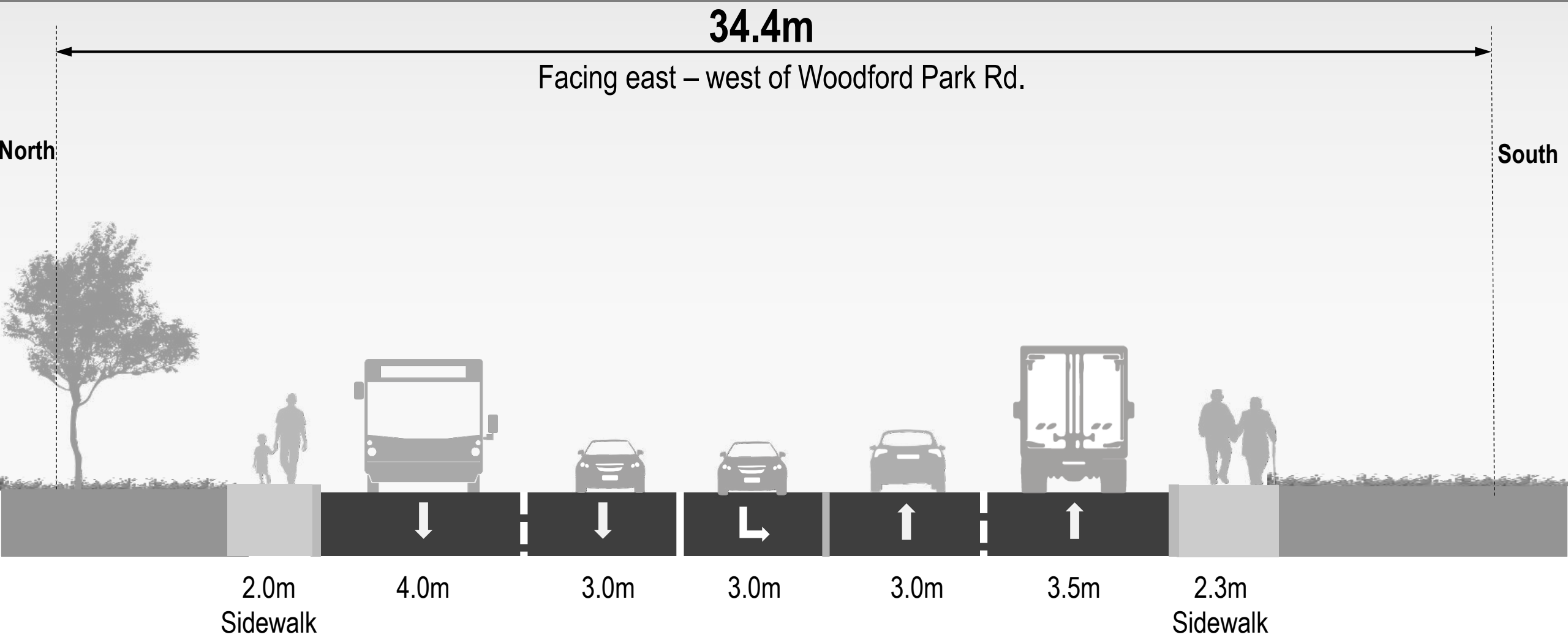
Proposed changes:

- New, separated cycle tracks on both sides of The Queensway
- Two vehicle lanes in each direction and the centre turning lane would be maintained

Mimico Creek to Burma Dr



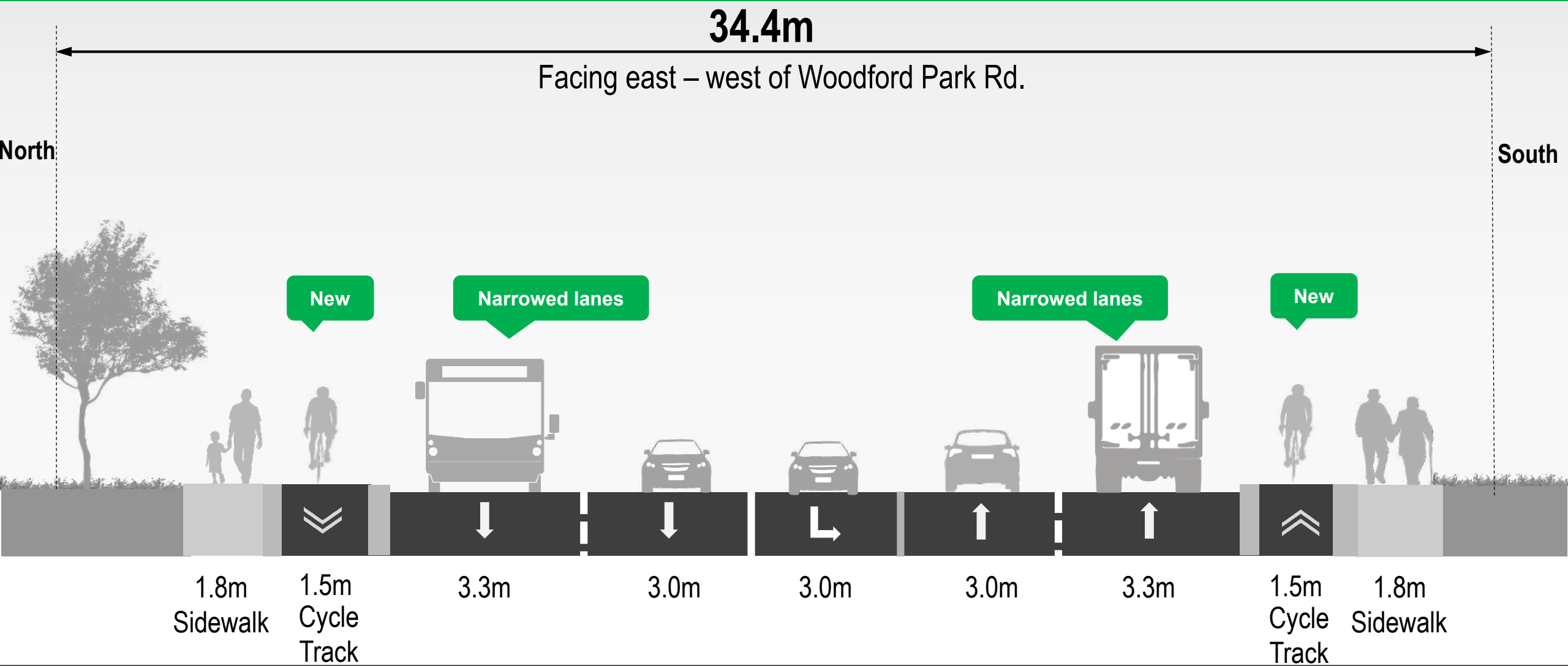
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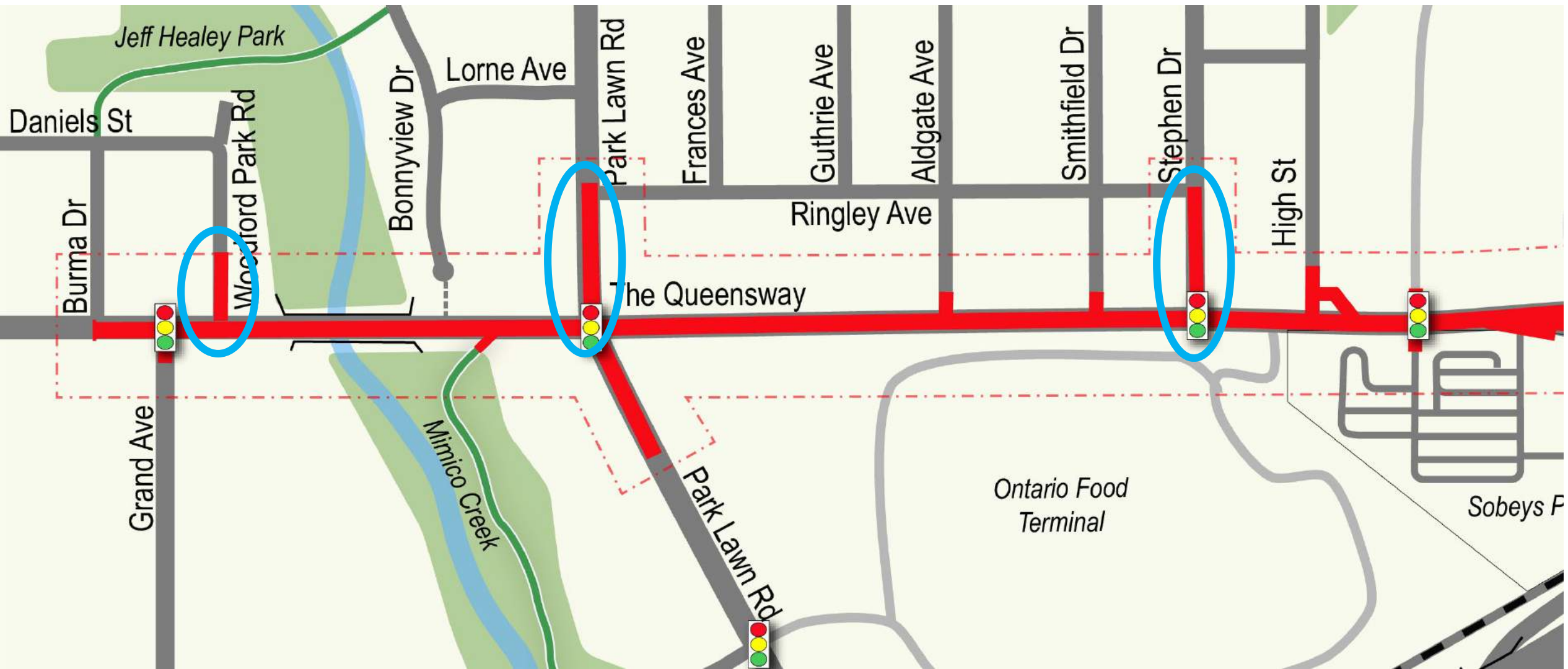
Mimico Creek to Burma Dr



PROPOSED



Side Street Improvements

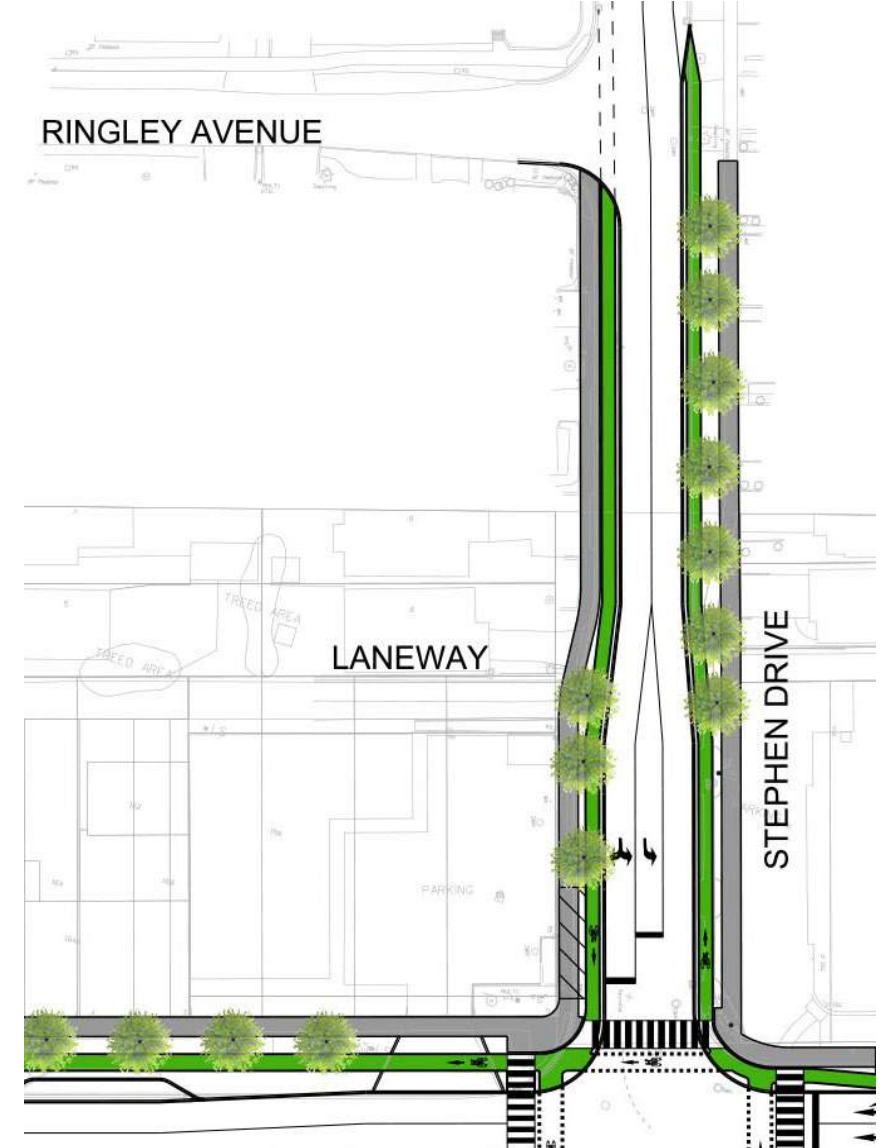


Stephen Dr



Proposed design:

- All work within public ROW
- Sidewalks widened to 2.1m
- Convert bike lanes to cycle tracks to Ringley Ave
- Two southbound lanes maintained
- Minimize impact to trees and plant new trees
- Upgrade TTC bus stops

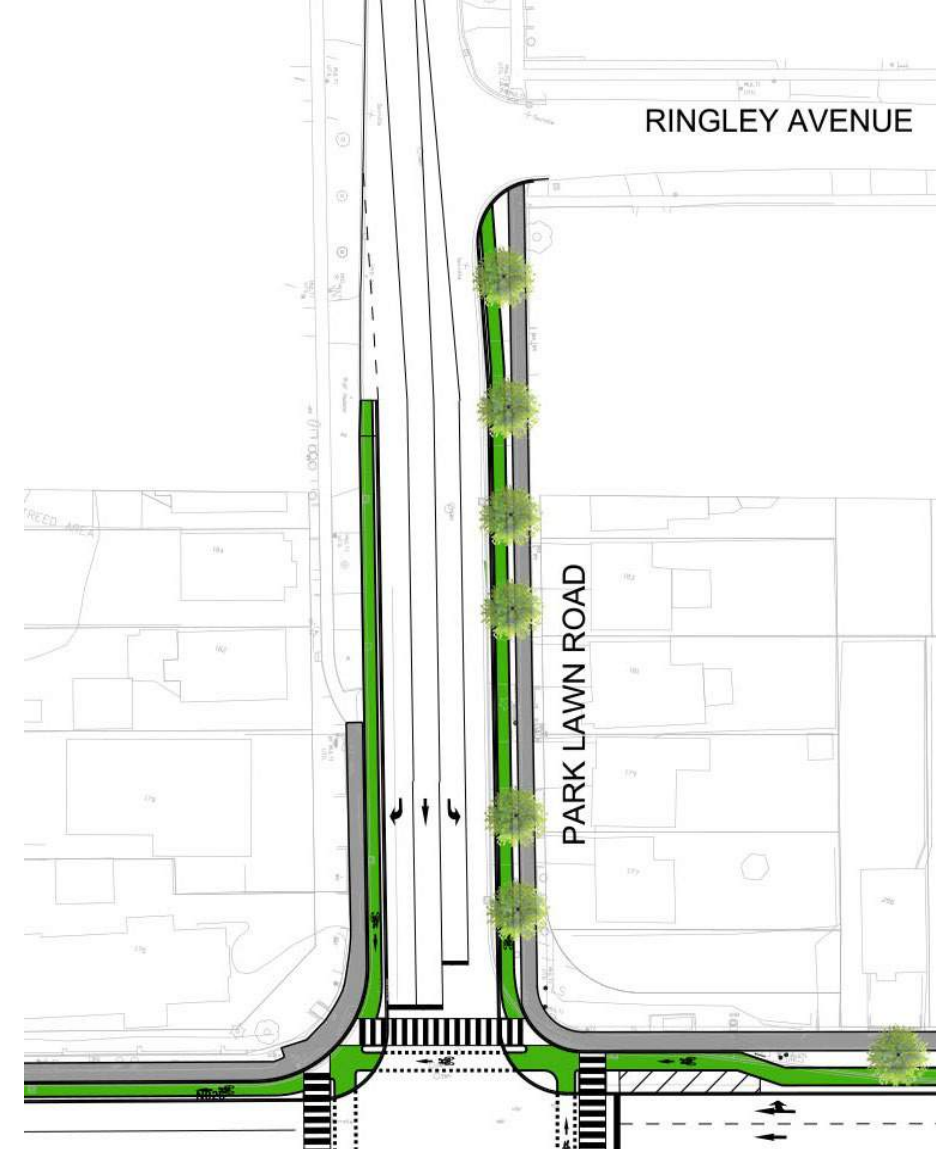


Park Lawn Rd



Proposed design:

- All work within public ROW
- Sidewalks widened to 2.1m
- Cycle tracks connect to Ringley Ave
- Three southbound lanes maintained
- Minimize impact to trees and plant new trees where possible
- Upgrade TTC bus stops



Woodford Park Rd



Proposed design:

- Sidewalk connections added for safety and accessibility
- Minimize impact to trees and plant new trees
- No Parking from The Queensway to 30m north



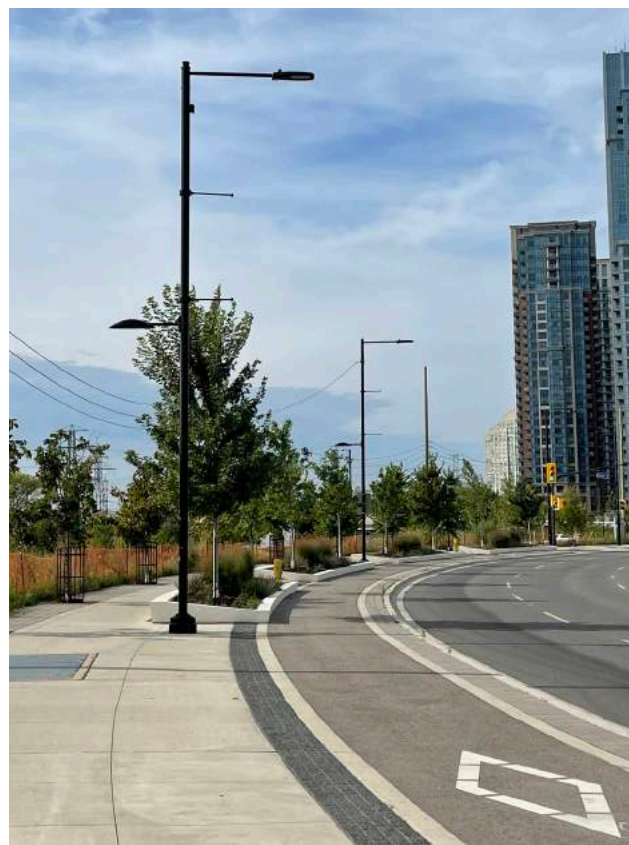
Preliminary Assessment of Street Trees Impacts



Existing Trees	288
Impacted Trees (to be removed)	(-68 to -85)
Proposed New Trees	133
Net New Trees	+48 to +65
Total Trees (at end of project)	336 to 353

Tree impacts will be reduced as much as possible by diverting sidewalks and cycle tracks around trees, reducing widths of hard surfaces, and using alternative materials.

Greening Opportunities



Public realm improvements
with planters and
landscaping



Rain gardens to mitigate
stormwater and improve air
quality

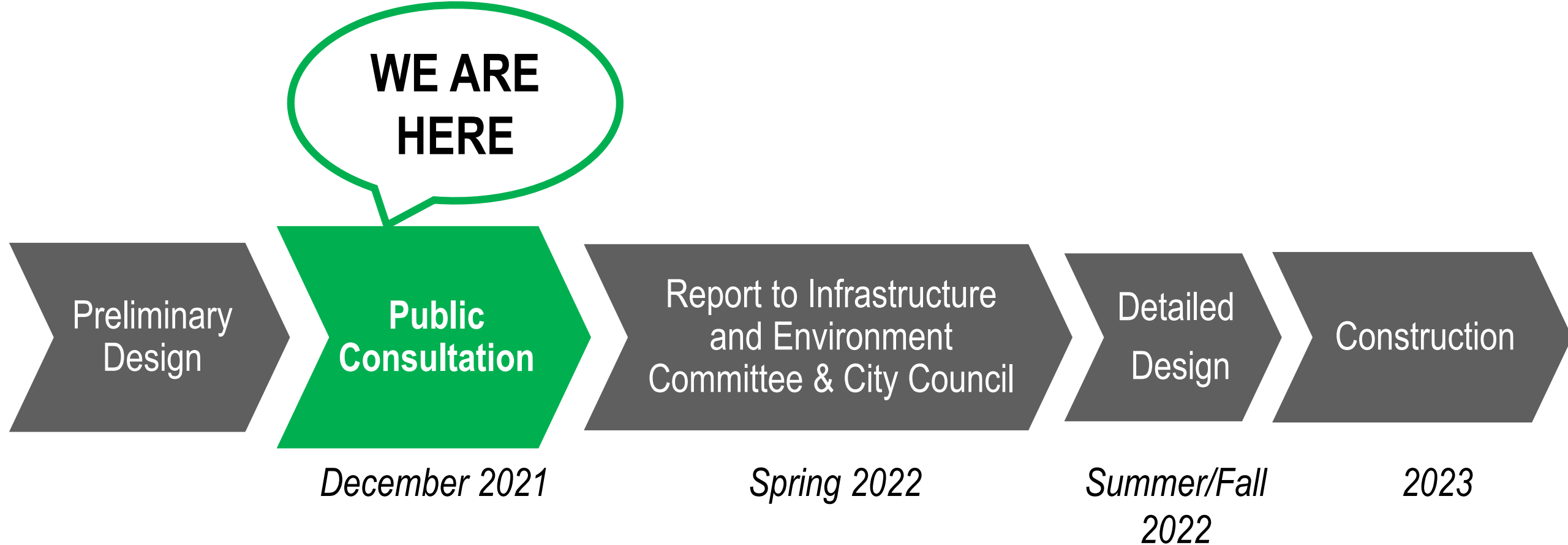


Ample tree plantings for
improved pedestrian level
comfort



Showy blooms and native
plant species used as
buffers along cycle track

Project Timeline



Learn more and take our online survey:

toronto.ca/TheQueensway

December 21, 2021

Last day to comment and complete online survey

January 2021

Consultation report available online

Contact Us

If you have any questions, please contact:

Ryan Lo, Sr. Public Consultation Coordinator

Ryan.Lo2@Toronto.ca

416-395-7243

Question & Answer Period



How to Participate

- **By Phone** - To raise or lower your hand virtually, **key in *3**.
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Appendices

Stephen Dr to Park Lawn Rd

Study showing safety benefits of raised medians



ADT	Collisions Per Kilometre Per Year		
	Undivided	Two-Way Left Turn Lane	Raised Median
10,000	30	24	20
20,000	78	37	34
30,000	118	57	48
40,000	157	70	53

Adapted from Gluck, J., Levinson, H S and Stover, V. 1999. "Table 6 - Representative accident rates (accidents per million VMT) by type of median—urban and suburban areas," *NCHRP Report 420, Impacts of Access Management Techniques*. Washington, DC: Transportation Research Board of the National Academies, p. 4.

Stephen Dr to Park Lawn Rd

Study showing safety benefits of raised medians



Total Access Points Per Kilometre ^A	Collisions Per Million Vehicle Kilometres Per Year		
	Undivided	Two-Way Left Turn Lane	Raised Median
≤ 12	2.4	2.1	1.8
12 - 24	4.5	3.7	3.2
24 - 37	5.8	4.9	4.2
> 37	6.6	5.7	5.1
All	5.6	4.3	3.5

A: Includes both signalized and un-signalized access points

Adapted from Gluck, J., Levinson, H S and Stover, V. 1999. “Table 8.1.2 – Effect of Median Type on Collision Rates by Number of Access Points,” *NCHRP Report 420, Impacts of Access Management Techniques*. Washington, DC: Transportation Research Board of the National Academies, p. 4.

Preliminary street trees to be removed



Age (DBH)/ Condition	Poor	Fair	Good
Young <10cm	2*	2	26-39
Semi-Mature 10- 20cm	0	1	11-25
Mature >20cm	7-8*	0	9-17

*lowest number are Ash (Fraxinus spp) trees showing signs of damage of Emerald Ash Borer and should be removed from streetscape regardless of construction activity

Note: Tree quantities, species and condition taken from preliminary Arborist report. Further site investigation and reporting will be required as project progresses

Street Trees

