

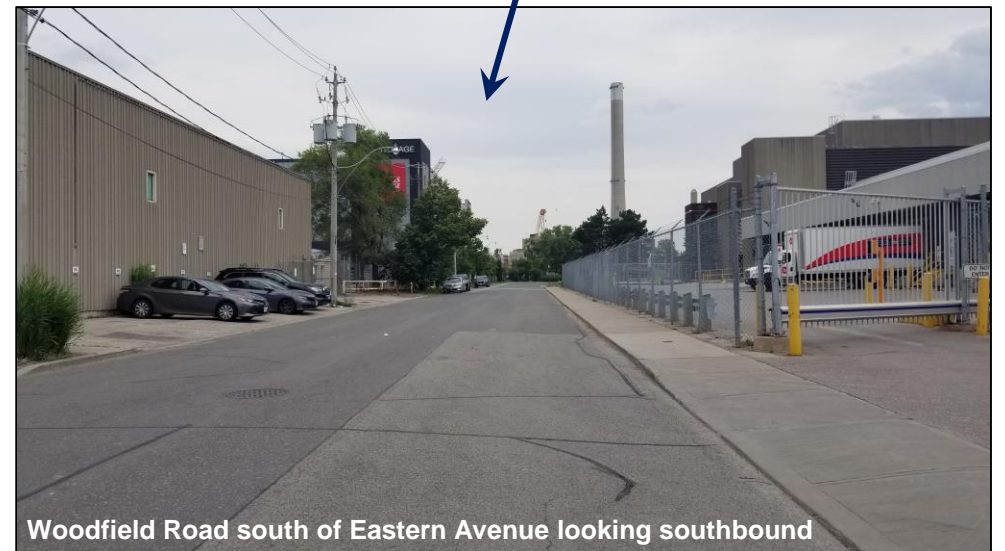
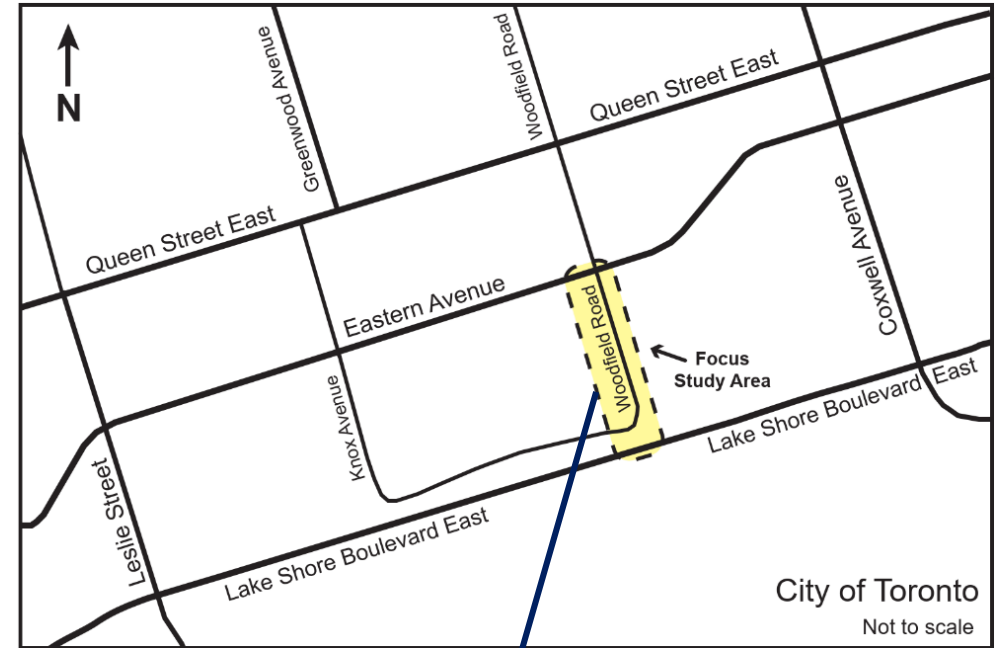
# Woodfield Road Extension & Improvements

Virtual Public Meeting: February 22, 2022



# Study Overview

- The City of Toronto is planning to extend Woodfield Rd. south of Eastern Ave. to Lake Shore Blvd. E.
- The objective is to improve connectivity, safety and accessibility in the community, especially for people walking and cycling.
- Main project features are to include:
  - One vehicular lane in each direction
  - Sidewalks and separated cycling facilities
  - Parking at midblock
- The project is being coordinated with the Woodfield Road-Monarch Park Avenue Project, which is underway and to be installed by Spring/ Summer 2022.



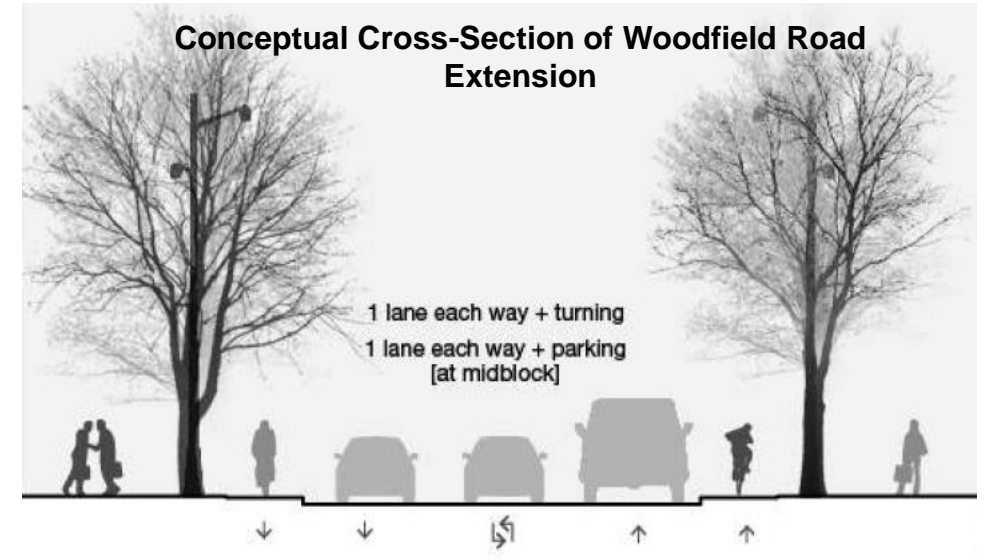
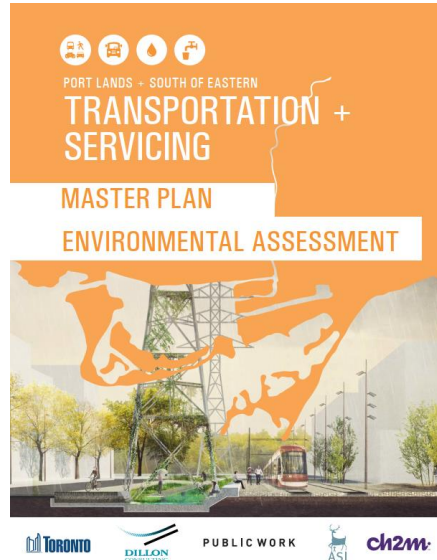
# Study Process

- This project follows the requirements under the Municipal Class Environmental Assessment process for Schedule A+ projects
- The public and stakeholders will have opportunities to provide input to inform the design
- A summary of the process and anticipated timelines is provided below:



# Port Lands & South of Eastern Transportation + Servicing Master Plan (TSMP)

- In September 2017, the Port Lands + South of Eastern TSMP was approved by Council, which recommended:
  - Improvements to Woodfield Rd. south of Eastern Ave., and its extension to Lake Shore Blvd. E.
  - A north-south multi-use trail connection to Lake Shore Blvd. E. at the road terminus

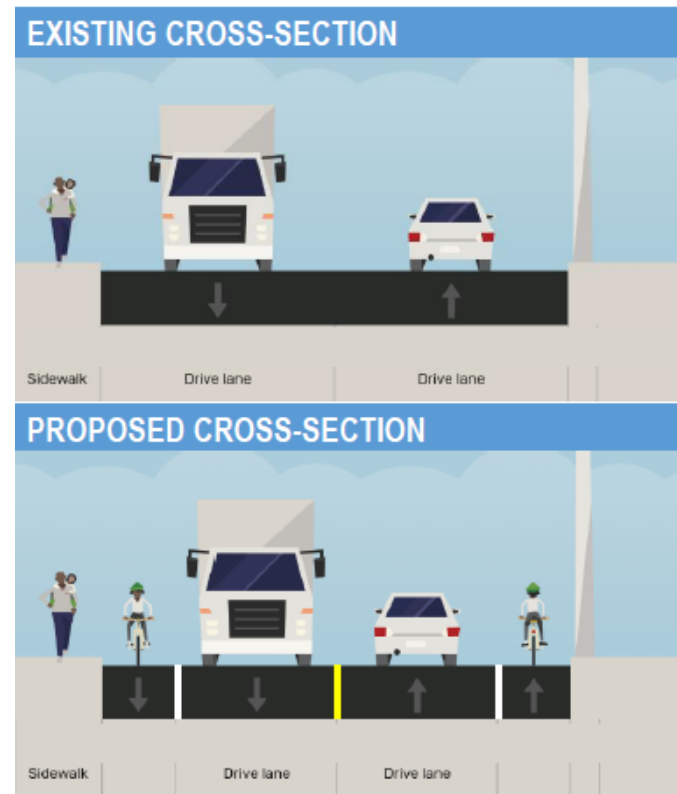


Active transportation connection to Lake Shore Blvd. E. Trail

# Woodfield Road-Monarch Park Avenue Project

- In 2021, City Council approved the installation of bike lanes, traffic signals and traffic calming elements along Monarch Park Ave. and Woodfield Rd.
- Temporary uni-directional bike lanes were approved on Woodfield Rd. south of Eastern Ave. and a multi-use trail connection to Lake Shore Blvd. E Trail.
- These facilities will be installed by Spring/Summer 2022.

## Woodfield Rd | Eastern Ave to Lake Shore Trail



- 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



# Key Policies & Guidelines

## Complete Streets Guidelines (2017)



The Complete Streets Guidelines provide a framework for street design which include active transportation and placemaking facilities to accommodate all modes of transportation for all ages and abilities

## Vision Zero



Vision Zero is a comprehensive action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets and prioritizes the safety of our most vulnerable road users

## Accessibility Design Guidelines (2021)



The new City's Accessibility Design Guidelines was updated to address the needs of Torontonians with Disabilities by establishing a set of guidelines to support the design and implementation of accessible, barrier-free City infrastructure and public spaces

## On street Bikeway Design Guidelines (2021)



The new City's On-street Bikeway Design Guidelines provides key design principles and guidance for different on-street cycling facility typologies, intersection treatments, and operation of bike signals

## Other Relevant Policies, Plans & Studies

- Toronto Official Plan
- Cycling Network Plan
- TransformTO
- 2017 Port Lands + South of Eastern TSMP
- Toronto's Multi-Use Trail Guidelines
- Toronto's Streetscape Manual User Guide
- Woodfield Road-Monarch Park Avenue Project

# Stakeholder Consultation

Multiple Consultation opportunities have been carried to date through the Port Lands & South of Eastern TSMP and the Woodfield Road-Monarch Park Avenue project.

The Project Team will continue to engage the following key stakeholders for this project:

- Residents of the Community
- Councillor Fletcher's Office (Ward 14 – Toronto-Danforth)
- Canada Post
- United Parcel Service (UPS)
- Potentially interested Indigenous Communities
- Toronto and Region Conservation Authority (TRCA)
- External government agencies (e.g. MECP, MNRF)

# Communication & Consultation

A number of activities are planned to share information about this project and gather feedback on the design options being considered, including:

- Notice delivered via Canada Post & e-blast to stakeholders
- Project web page & email contact
- Online feedback form
- Virtual Public Meeting
- Stakeholder Meetings



# What We've Heard to Date

- Canada Post and UPS have concerns with increased traffic and potential conflicts with pedestrians/cyclists on Woodfield Road (i.e. safety, service delays)
- Preference to place any dedicated cycle paths on the east side of Woodfield Rd. to minimize conflict points with Canada Post heavy trucks
- Request for traffic calming measures and lane layouts to help facilitate vehicular and truck movements

# Existing Conditions: Environmental



Legend:



Vegetation



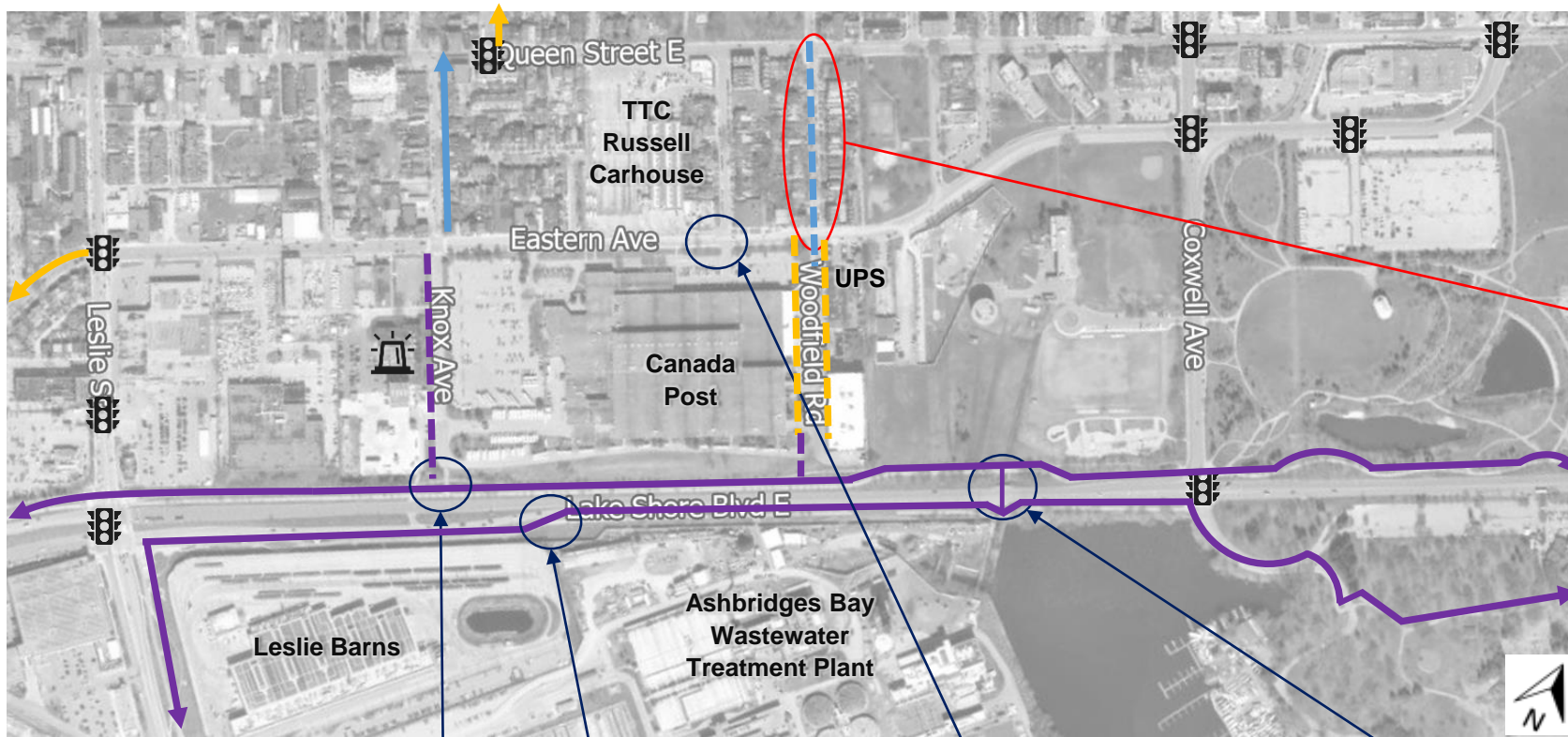
Archaeological Potential



TRCA Regulated Limits

An Arborist and Stormwater Management Report will be completed as part of this project to understand any impacts on existing natural environment

# Existing Conditions - Cycling Network

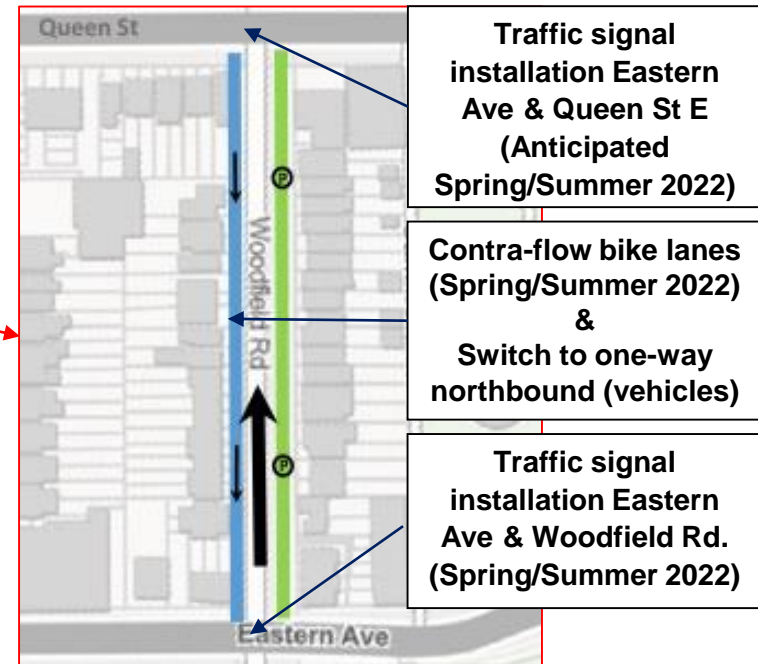


**Pedestrian & Cycling Connection to Lake Shore Blvd. Trail & Bike Share Toronto Station**

**Traffic Beacon**

**Pedestrian Crossover (to be removed following traffic light installation at Eastern/Woodfield intersection)**

**Existing pedestrian and bike crossing (underpass)**



**Traffic signal installation Eastern Ave & Queen St E (Anticipated Spring/Summer 2022)**

**Contra-flow bike lanes (Spring/Summer 2022) & Switch to one-way northbound (vehicles)**

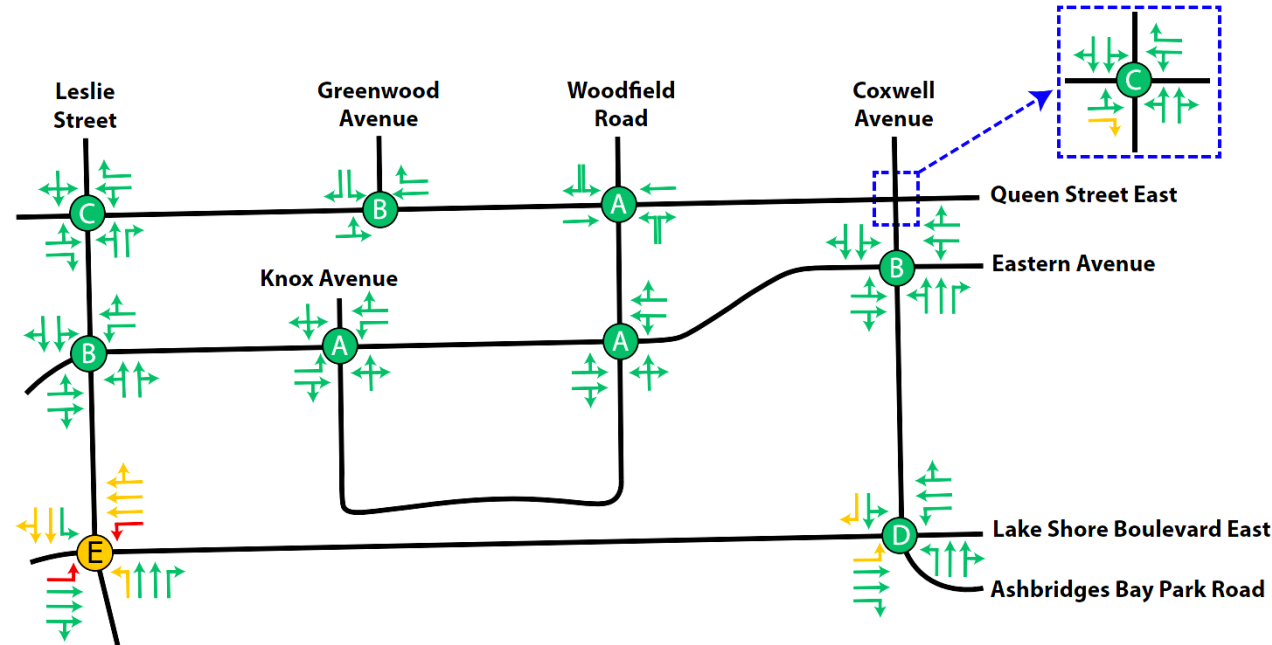
**Traffic signal installation Eastern Ave & Woodfield Rd. (Spring/Summer 2022)**

**Legend**

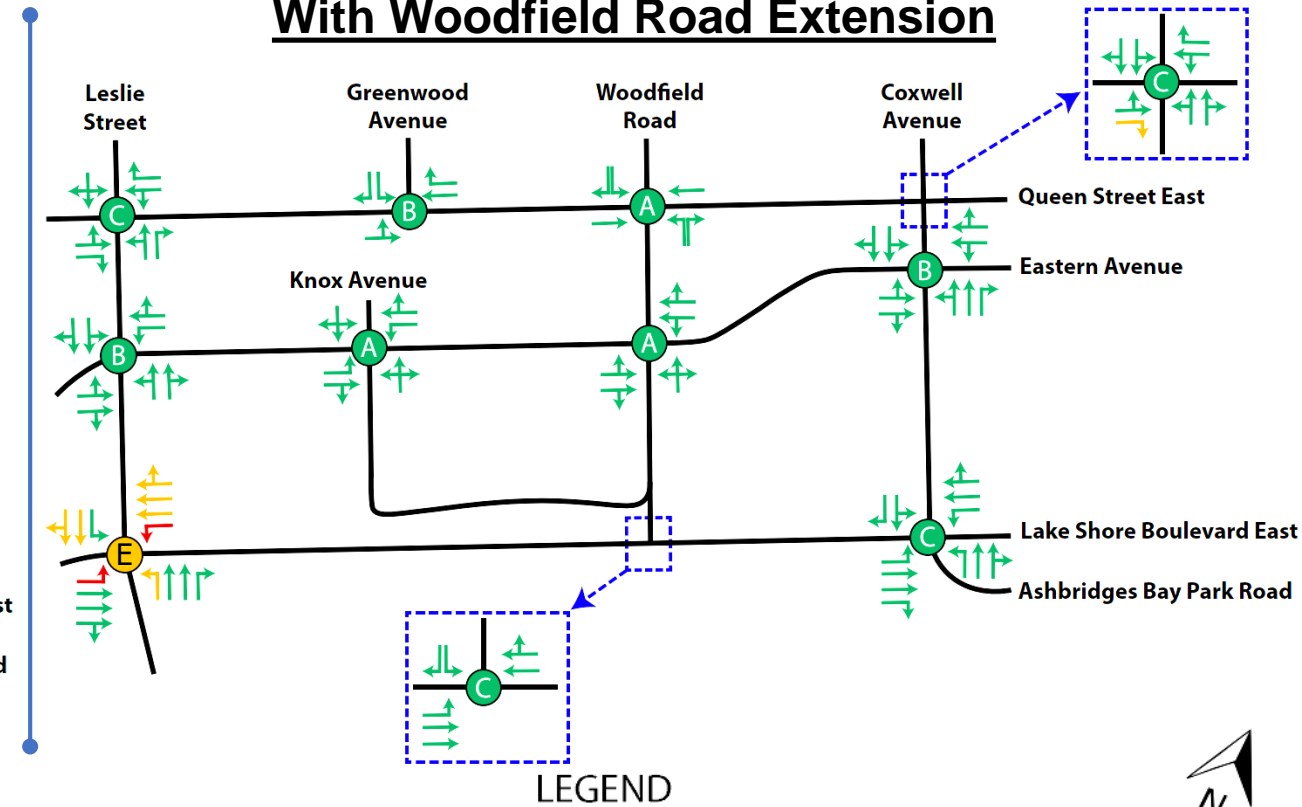
	Existing	Planned
Bike Lanes		
Contra-flow Bike Lanes		
Major Multi-Use Trail		

# Future Traffic Conditions - AM Peak Hour

## Keep Existing Conditions



## With Woodfield Road Extension



### LEGEND



Intersection Level of Service (Signalized Only)



Movement Level of Service

Level of Service (Intersection or Movement)

■ A to D: delay between 0 to 55 seconds per vehicle

■ E: delay between 55 to 80 seconds per vehicle

■ F: delay greater than 80 seconds per vehicle

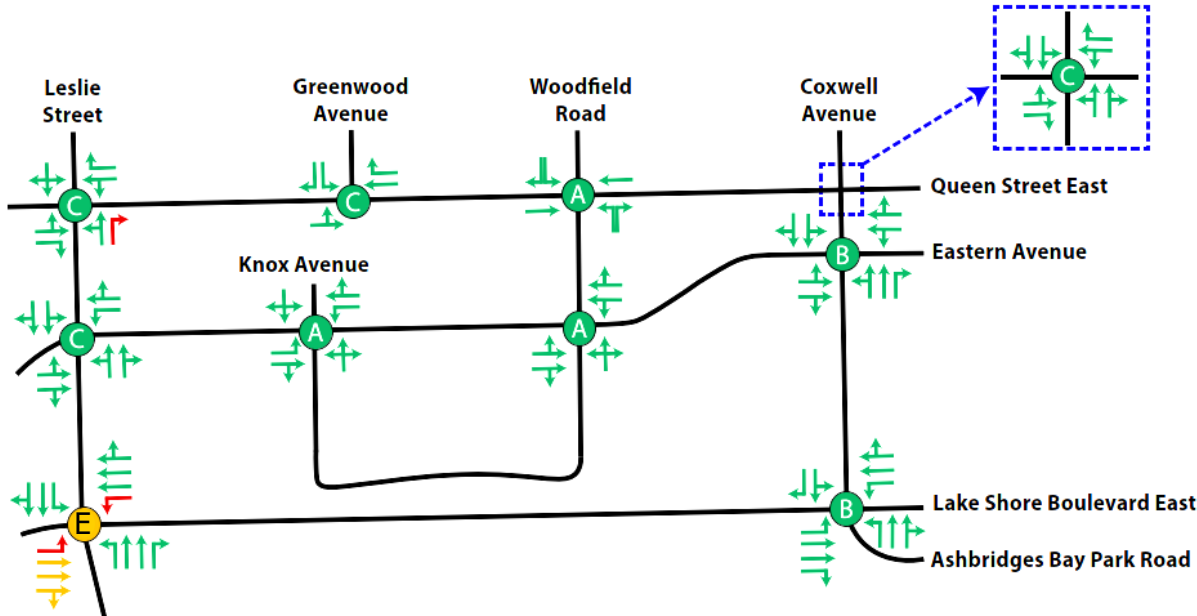


- The proposed Woodfield Rd. extension is expected to improve the Coxwell Ave. / Lake Shore Blvd. intersection Level of Service
- Expected reduced delays for eastbound vehicles on Lake Shore Blvd. turning left on Coxwell Ave., and southbound vehicles on Coxwell Ave. turning right on Lake Shore Blvd.

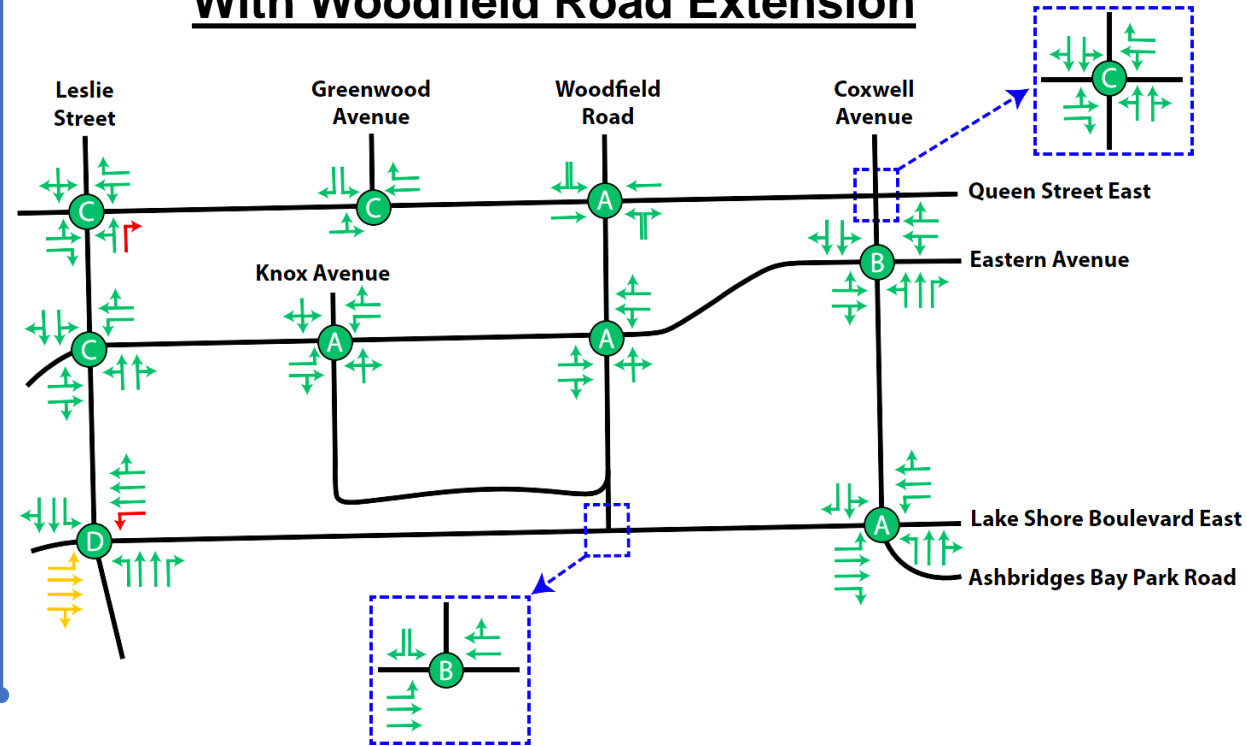


# Future Traffic Conditions (PM Peak Hour)

## Keep Existing Conditions



## With Woodfield Road Extension



- The proposed Woodfield Rd. extension is expected to improve the Coxwell Ave. / Lake Shore Blvd. intersection Levels of Service
- Expected reduced delays for eastbound vehicles on Lake Shore Blvd. turning left on Leslie St.

**LEGEND**

Intersection Level of Service (Signalized Only)

Movement Level of Service

**Level of Service (Intersection or Movement)**

- A to D: delay between 0 to 55 seconds per vehicle
- E: delay between 55 to 80 seconds per vehicle
- F: delay greater than 80 seconds per vehicle



# Design Options Analysis



# Design Options Overview

## Design Option 1

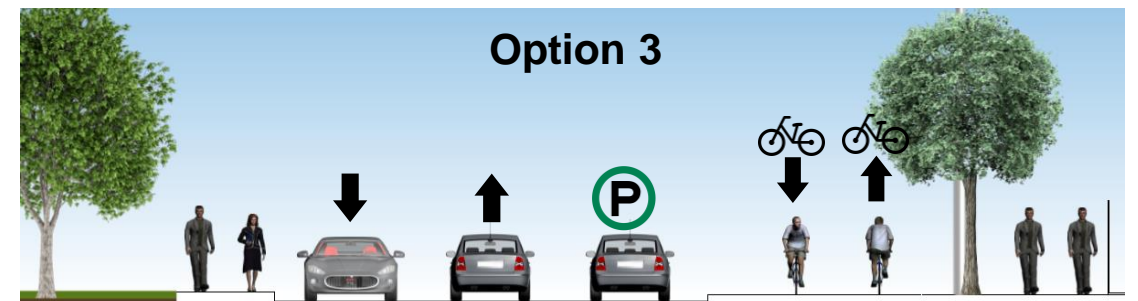
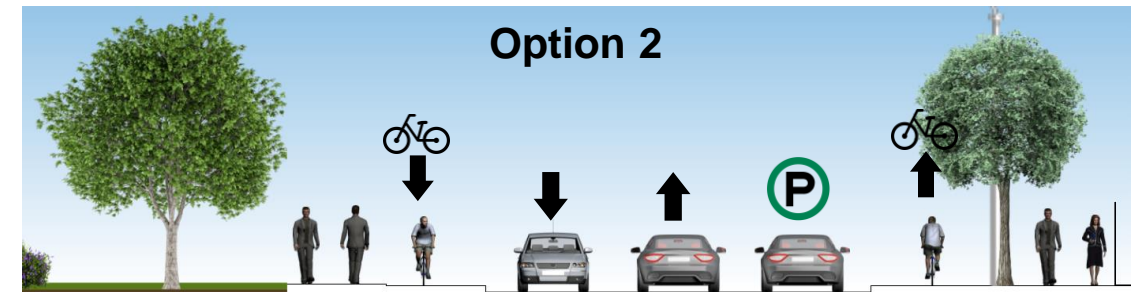
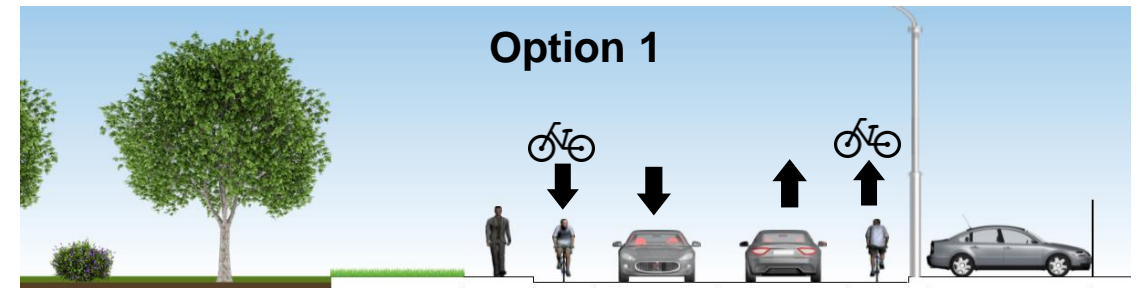
- Maintain existing conditions with Council-approved improvements

## Design Option 2

- Road extension with one-way cycle tracks

## Design Option 3 (preferred)

- Road extension with two-way cycle tracks



# Woodfield Road: Available Road Width



- Varying available right-of-way (ROW) widths within the road corridor:
  - **Section A:** 20 m
  - **Section B:** 17 m (note: 3.0 m is currently being encroached by Canada Post fencing)
  - **Section C:** 20 m

# Option 1 - Maintain Existing Conditions with Council-approved improvements

## Main Features

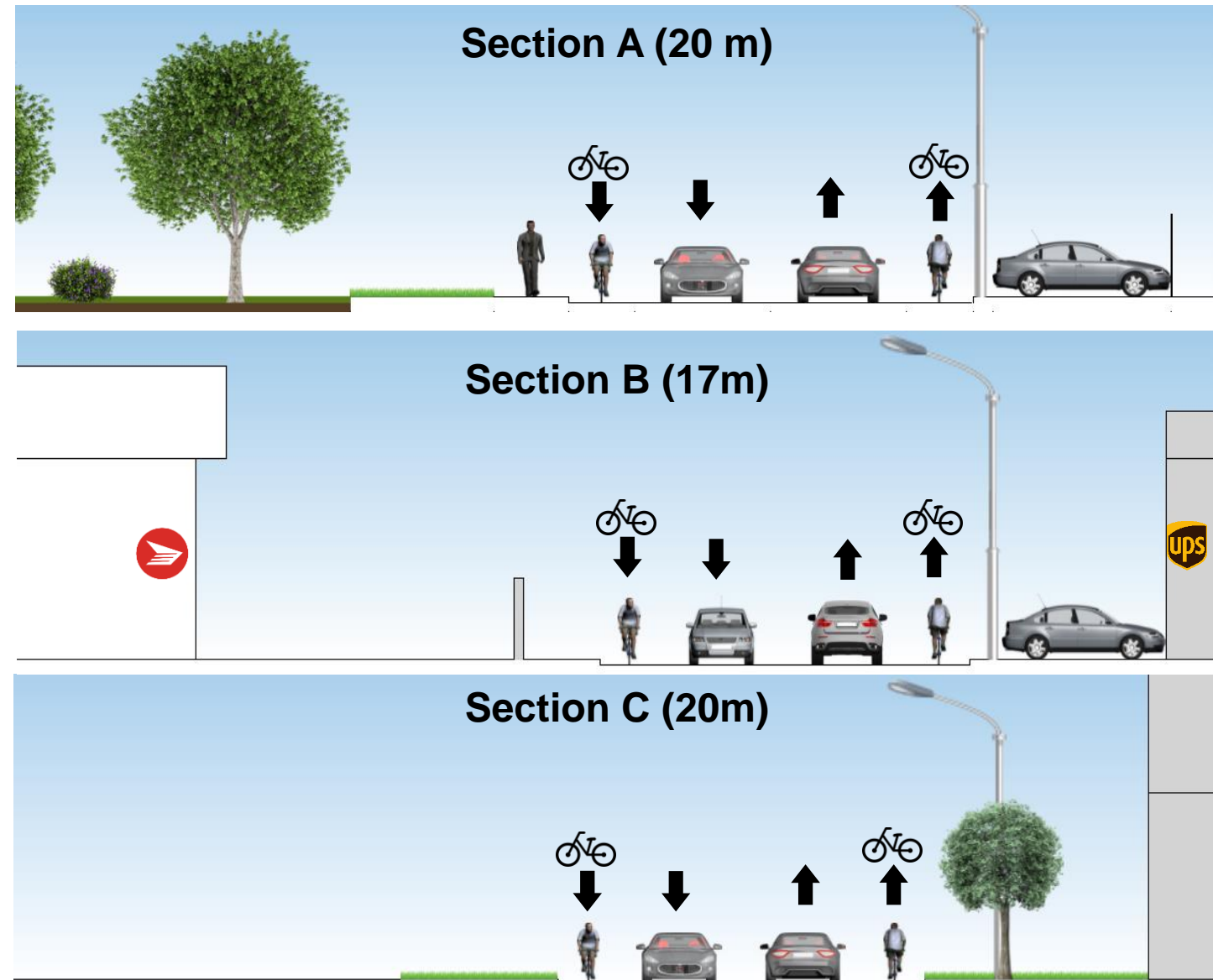
- 1.8 - 2.0 m sidewalk on east side only (Section A and B)
- 1.5 m on-street bike lanes
- 3.3 m vehicular lanes

## Pros

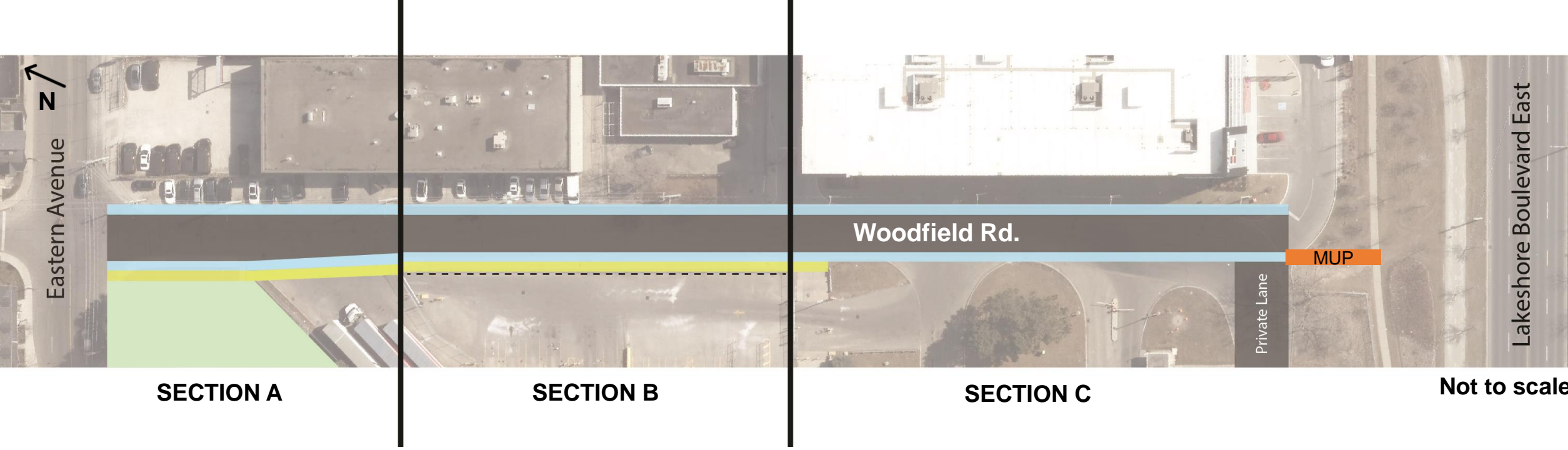
- No impacts to adjacent properties

## Cons

- No physical barriers between bike lanes and vehicles
- High potential for truck traffic conflicts
- Non-continuous, sub-standard sidewalks
- Reduced vehicular connectivity to a major arterial road



# Aerial View: Design Option 1












SECTION A

SECTION B

SECTION C

Not to scale

LEGEND

On Street Parking 	Sidewalk 	Road 	Green Space 	Loading/Unloading Zone 
One-way Bike Lanes 	Furnishing/Utility Zone 	Canada Post Fence Line 	Multi-Use Path 	

Map - not to scale



# Option 2: Road Extension with One-way Cycle Tracks

## Main Features

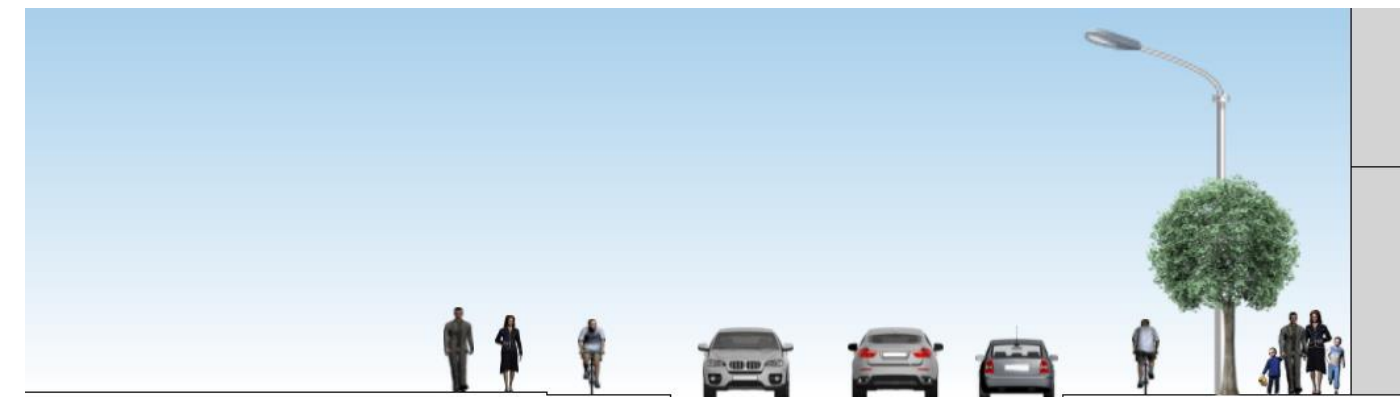
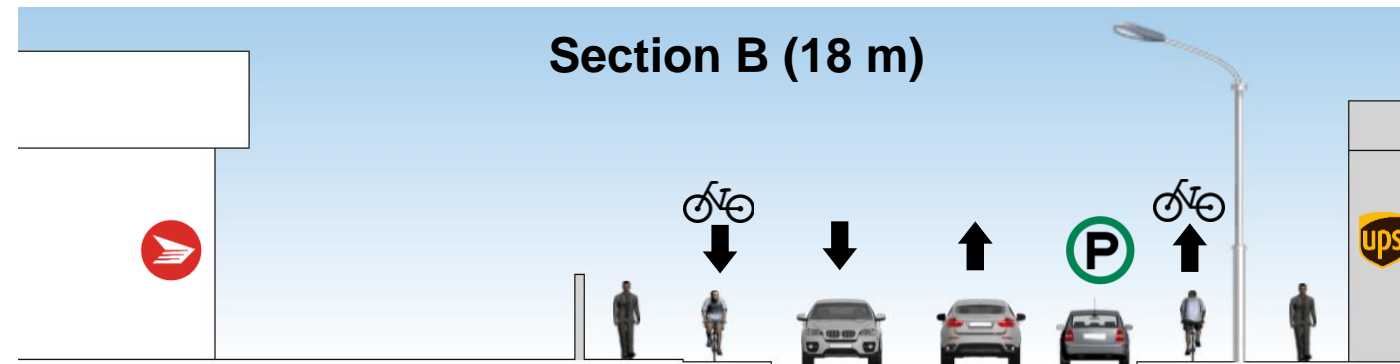
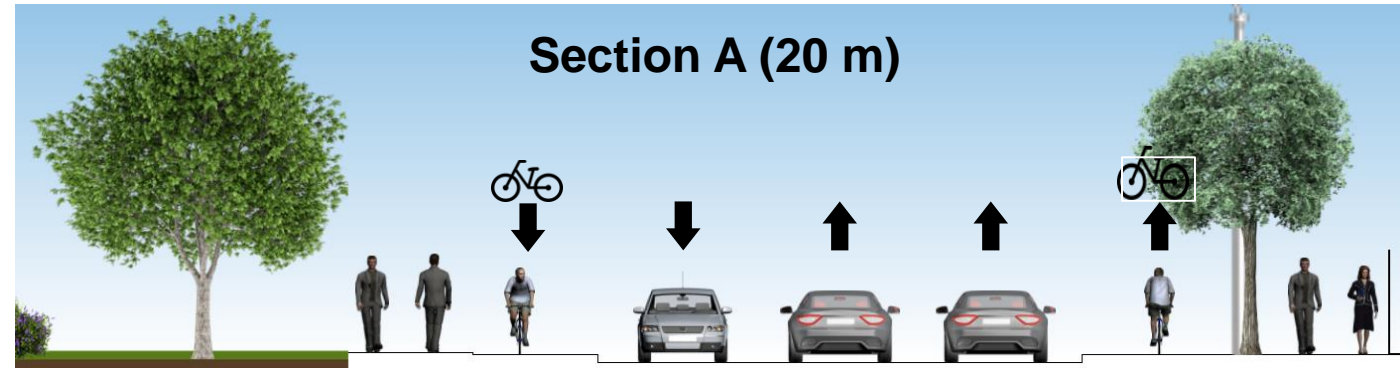
- 2.1 m sidewalks on both sides
- 1.5 - 2.0 m one-way raised cycle tracks on each side of the road (with buffers)
- 2.0 m parking at mid-block
- 3.3 m vehicular lanes

## Pros

- Can accommodate landscaping (e.g. trees) on east-side
- Physical separation (raised bike facilities) between cyclists and vehicles
- Greater distance between the curb and parking lane
- Direct and intuitive connection of cycle tracks across Eastern Ave.
- Enhanced multi-modal connectivity to and across a major arterial road

## Cons

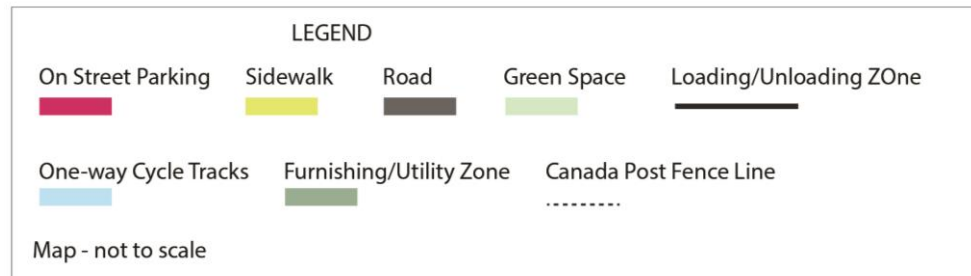
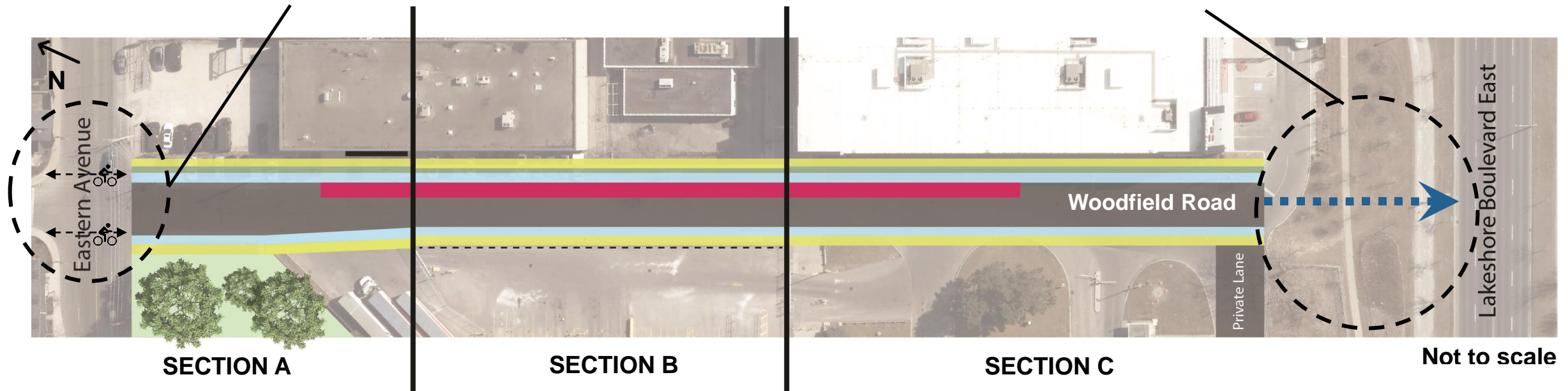
- Safety concerns with bike facility adjacent to Canada Post (i.e. high large truck volumes)
- No streetscape in Section B



# Aerial View: Design Option 2

Traffic signals installation (Spring 2022) following removal of the pedestrian crossing at Connaught Ave.

Road extension to Lake Shore Blvd E. with signalized intersection and cycling and pedestrian protected crossings to Lake Shore Blvd. and Martin Goodman Trail





# Option 3: Road Extension with Two-Way Cycle Track

## Main Features

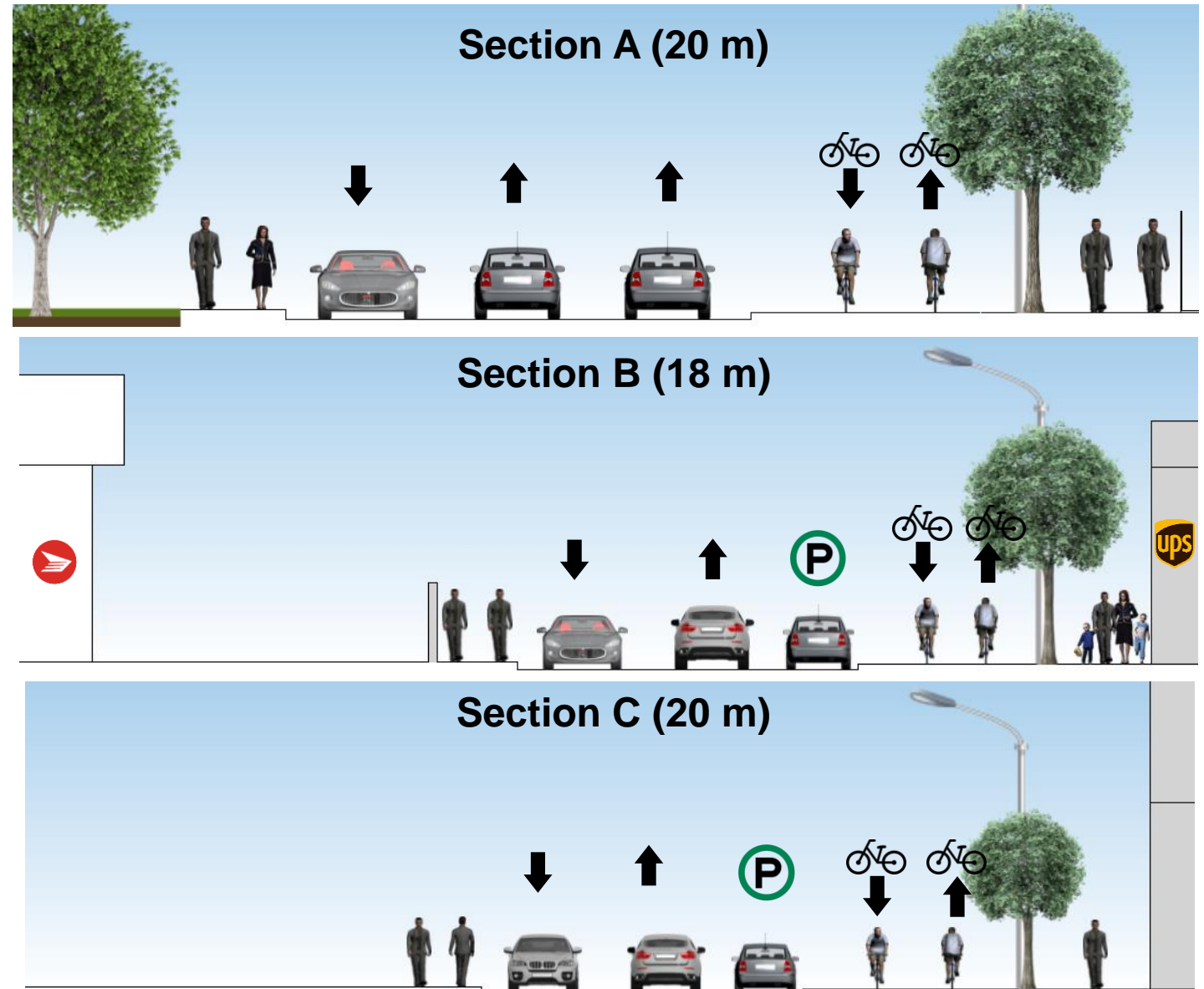
- 2.1 m sidewalks on both sides
- 3.0 - 4.0 m two-way raised cycle tracks on east side of the road
- 2.0 m parking at mid-block
- 3.3 m vehicular lanes

## Pros

- Enhanced safety for cyclists by locating all bike facilities away from Canada Post driveway (east side of Woodfield Rd)
- Landscaping (e.g. trees) can be accommodated in all sections on the east side of Woodfield Rd.
- Enhanced direct multi-modal connectivity to and across a major arterial road

## Cons

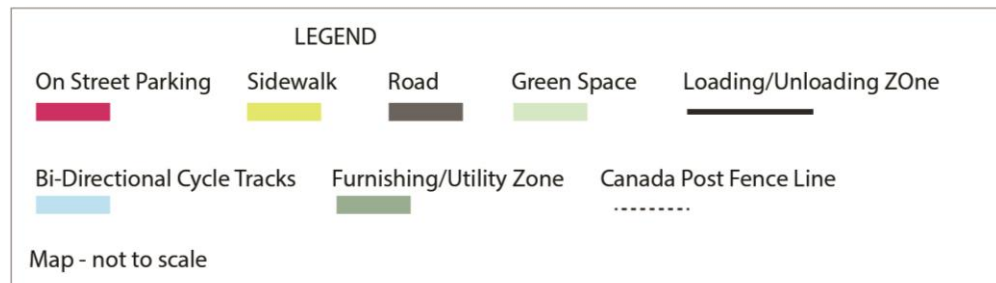
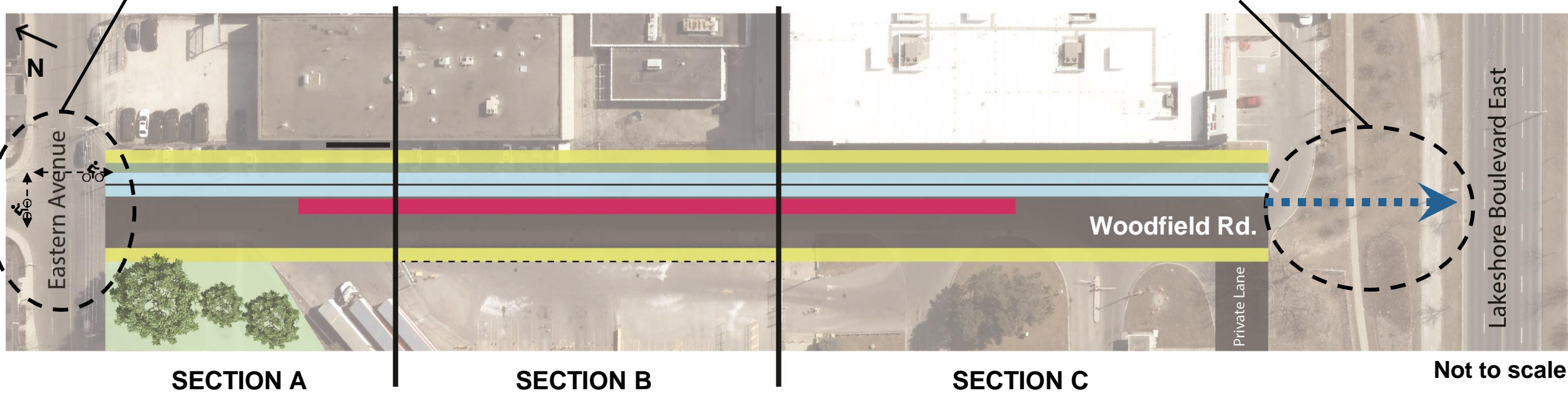
- Requires more time for people cycling southbound on Woodfield Rd to cross Eastern Avenue (two-way to one-way)



# Aerial View: Design Option 3



Traffic signals installation (Spring 2022) following removal of the pedestrian crossing at Connaught Ave. Cyclists crossing to be placed on the east of Woodfield Rd.

Road extension to Lake Shore Blvd E. with signalized intersection and cycling and pedestrian protected crossing to Lake Shore Blvd. and Martin Goodman Trail





# Evaluation Criteria

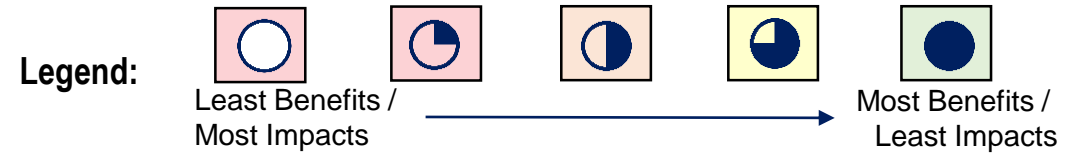
A qualitative evaluation of the 3 design options was undertaken to determine the preliminary preferred plan for Woodfield Road south of Eastern Ave. that best meets the future transportation vision for Woodfield Road. The evaluation criteria included:

















Category	Sub Evaluation Criteria	Description
 <b>Natural Environment</b>	▶ Vegetation and Street Trees	▶ Impacts to vegetation and street trees
	▶ Environmental Sensitive Areas	▶ Impacts to environmental sensitive areas
	▶ Species of Conservation Concern	▶ Impacts to Species of Conservation Concern
 <b>Socio-Economic Environment</b>	▶ Property Impacts	▶ Impacts to existing properties
	▶ Level of impact to Existing Business Operations	▶ Truck movements ▶ Impacts to boulevard parking ▶ Driveway conflicts (truck / vehicular turning traffic) ▶ Number of driveways requiring accommodations / redesign
	▶ Streetscape	▶ Furnishing zone allowance (east-side)
	▶ Parking Supply	▶ Number of street parking spots
	▶ Connectivity	▶ New connections to and across major road corridors ▶ Increased connectivity to existing and future important community destination points

# Evaluation Criteria

Evaluation Criteria Category	Sub Evaluation Criteria	Description
 <b>Cultural Heritage Environment</b>	▶ Archaeological Resources	▶ Level of impacts to previously undisturbed land requiring additional archaeological assessment
	▶ Built Heritage Resources	▶ Potential impacts to designated and listed built heritage resources within the area
 <b>Technical Considerations</b>	▶ Policy and Design Guidelines	▶ Conformance with City's Policy directions and compliance with minimum design standards/guidelines
	▶ Safety and comfort for Active Transportation Users (including Vision Zero considerations)	▶ Physical separation of bike facilities from vehicular/truck traffic ▶ Cycling clearways ▶ Intersection crossing configurations ▶ Provision of accessible facilities
	▶ Intersection Operations	▶ Ease of transition to north of Eastern Avenue ▶ Ease of transition to Lake Shore Boulevard East
	▶ Ease of Implementation	▶ Impacts to hydro poles/trees
	▶ Utilities	▶ Impacts / relocation of existing surface and underground utilities (e.g. hydro poles)

# Design Options Evaluation



		Option 1 Maintain Existing Conditions with Council approved improvements	Option 2 Road Extension with One way Cycle Tracks	Option 3 Road Extension with Two way Cycle Track
Natural Environment 				
Socio-Economic Environment 				
Cultural Heritage Environment 				
Technical Considerations 				
Overall Preliminary Assessment		<b>Not Preferred</b>	<b>Not Preferred</b>	<b>Preferred Alternative</b>
		<ul style="list-style-type: none"> <li>Does not achieve the 2017 Port Lands + South of Eastern TSMP Vision</li> <li>Limited connectivity (only pedestrian/cyclist) to Lake Shore Blvd. E. No protected crossings for any modes across the road</li> <li>Significant safety risks to pedestrians and cyclists due to lack of protected/designated facilities</li> </ul>	<ul style="list-style-type: none"> <li>Supports the City's overall vision for an enhanced public realm along Lake Shore Blvd. corridor, including a multi-modal connection across the road</li> <li>Heavy truck traffic entering / exiting the Canada Post facility poses considerable safety risks to cyclists travelling southbound on the bike lane adjacent to the Canada Post driveways</li> </ul>	<ul style="list-style-type: none"> <li>Provides direct and enhanced multi-modal connectivity to Lake Shore Blvd. E</li> <li>Supports the City's overall vision for an enhanced public realm along Lake Shore Blvd. corridor, including a multi-modal connection across the road</li> <li>Reduced safety risk as it minimizes number of conflict points between cyclists and heavy truck traffic from Canada Post facility</li> <li>Accommodates continuous streetscape on east side of Woodfield Rd.</li> </ul>

# Next Steps

After this public event, the Project Team will carry out the following:

Task	Timeline
Comment deadline	February 28, 2022
Review public input & confirm preferred design option	March, 2022
Advance design of the preferred design option	
Public update through mail, e-blast and web page	April, 2022





# Have Your Say

**Please complete the online feedback form and sign up for e-updates at: [toronto.ca/WoodfieldMonarchKnox](https://toronto.ca/WoodfieldMonarchKnox)**

**To submit questions to the project team, or to join the project mailing list, contact:**

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Senior Public Consultation Coordinator  
Telephone: 416-392-8361  
E-mail: [Carol.Tsang@toronto.ca](mailto:Carol.Tsang@toronto.ca)