



# Huntingwood Drive Upgrades Project

Transportation Services

May 11, 2022



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

## **Transportation Services | Cycling and Pedestrian Projects**

Becky Katz, Manager

David Dunn, Senior Project Manager

## **Stakeholder and Public Consultation**

Tracy Manolakakis

Councillor Nick Mantas  
Ward 22 – Scarborough Agincourt

6:00 p.m.	Welcome and Introductions
6:10 p.m.	Webex Instructions
6:15 p.m.	Presentation
7:00 p.m.	Question & Answer Period
8:00 p.m.	Meeting Adjourned

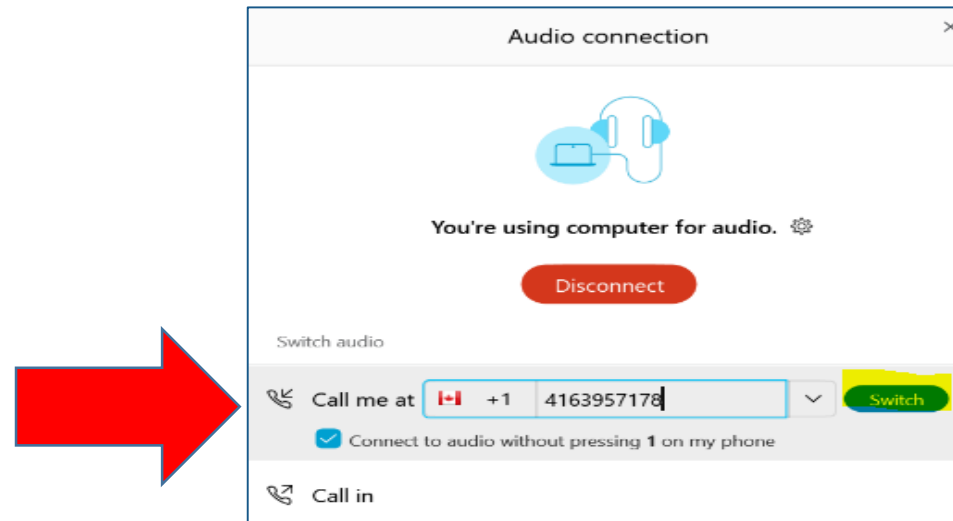
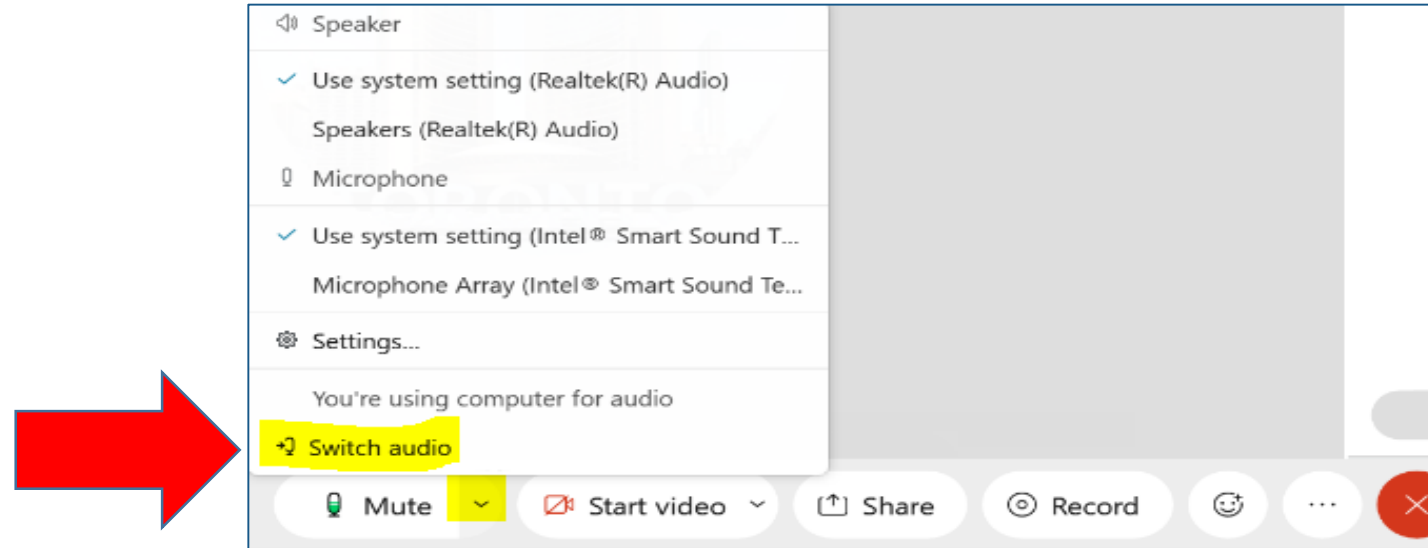
- **Be patient:** Virtual meetings don't always run as smoothly as planned.
- **Be brief:** Limit yourself to one question or comment when called on to speak.
- **Be respectful:** The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will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





## Call Into the Meeting

Dial: **416-915-6530**

When prompted for a meeting number enter:

**2453 462 8708**

# Participating by Computer

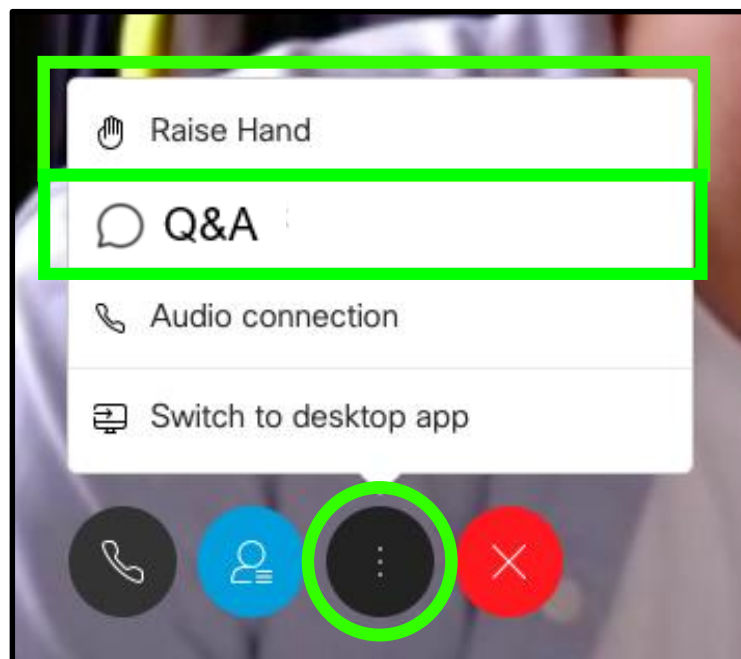


Raise your  
hand or  
type your  
question



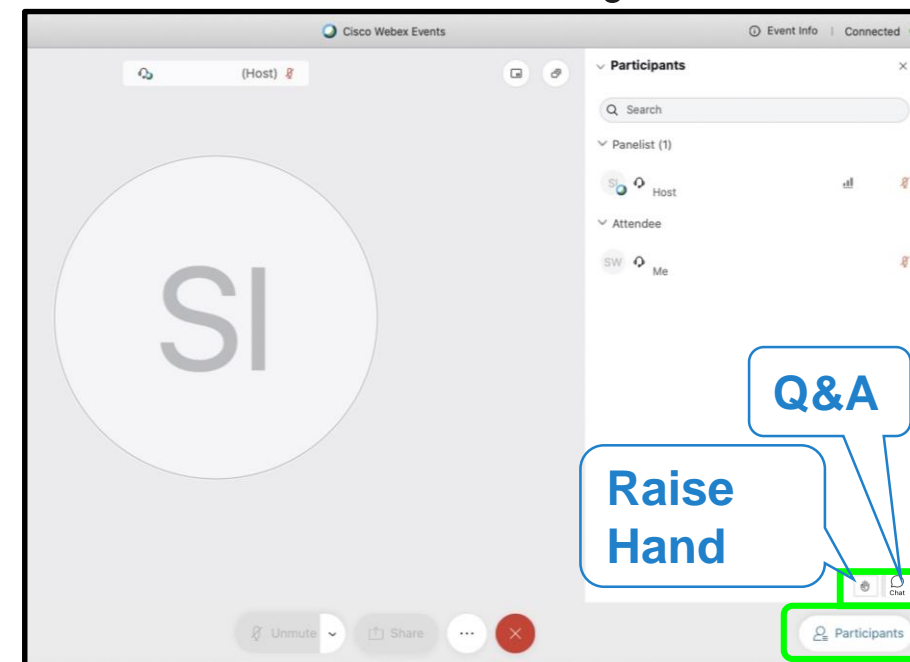
## Via the internet browser

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

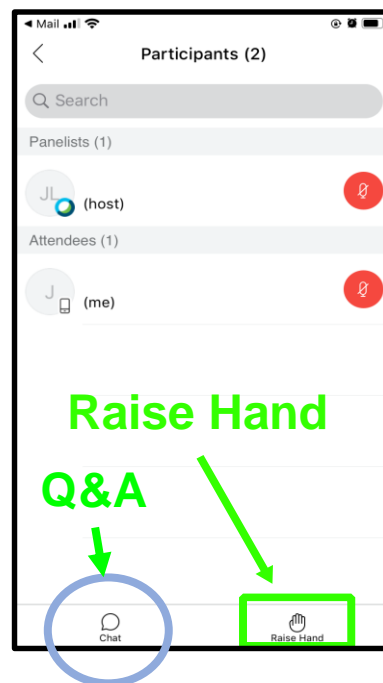
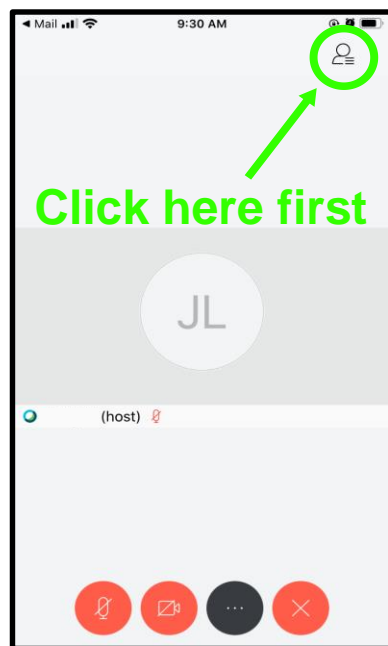


Raise  
your hand  
or use the  
Q&A



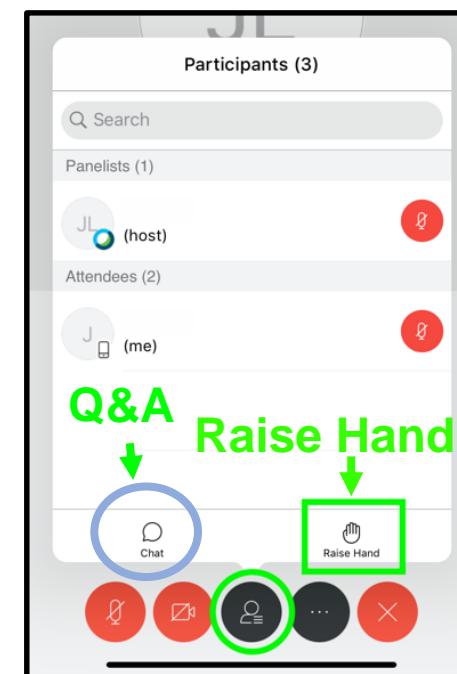
## For smartphones

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.



- 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



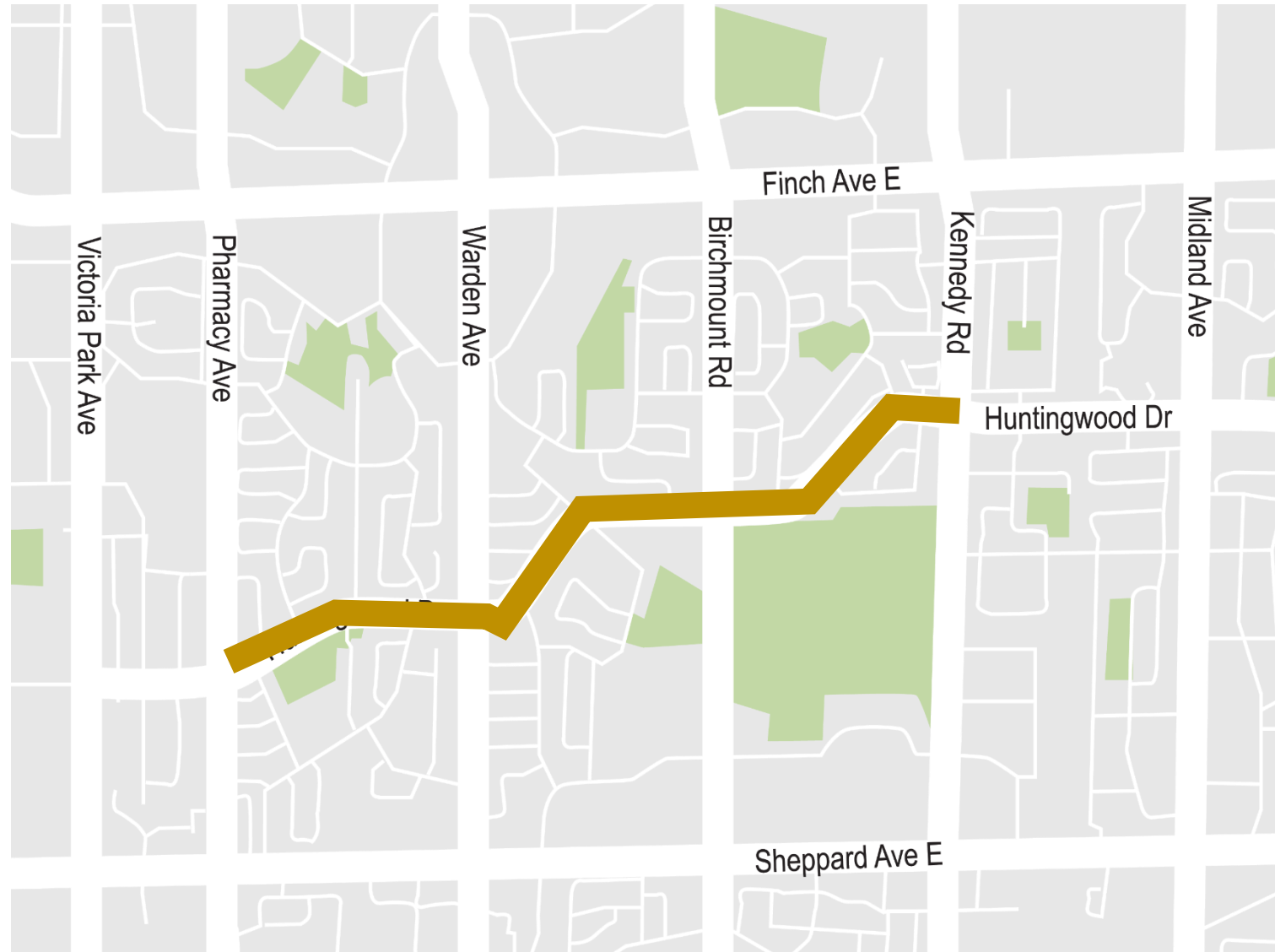
- Discuss opportunities to improve Huntingwood Drive from Pharmacy Avenue to Kennedy Road through the 2023 road rehabilitation work
- Present options to improve the safety and aesthetics of the existing bikeway
- Receive feedback and respond to questions from the public



# Why now?



- Huntingwood Drive from Pharmacy Avenue to Kennedy Road is programmed for **road rehabilitation in 2023** due to the poor condition of the road.
- In Toronto, a road is rehabilitated every 25-100 years.
- This project provides a **once in a generation opportunity to make changes to improve operations and safety.**



# Policies and Plans



**OFFICIAL PLAN**



**HEALTHY TORONTO  
BY DESIGN**



**VISION ZERO ROAD  
SAFETY PLAN**



**TransformTO: CLIMATE  
ACTION STRATEGY**

# Toronto's Walking Strategy



## UNIVERSAL ACCESSIBILITY

All public and private places and spaces should be barrier-free



## SAFETY

The safety of pedestrians takes precedence over all other modes of transportation



## DESIGN EXCELLENCE

High-quality design creates a positive experience for everyone



# Toronto's Cycling Network Plan



## CONNECT

Connect gaps in the network, and people to places



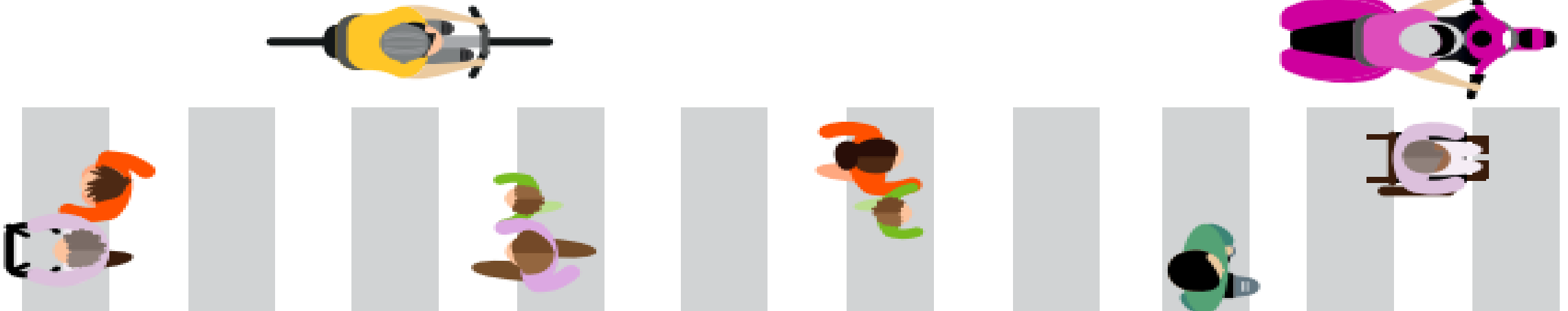
## GROW

Grow the cycling network into new parts of the city



## RENEW

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



# Existing Conditions



# Existing Conditions | Overview



## Traffic and parking

- 10,000 – 14,000 vehicles/day
- Speed limit is 50km/hr
- One traffic lane each direction with left turn lanes at all traffic signals
- Parking generally permitted on one side with “No Stopping” on the opposite side

## Transit

- 169 Huntingwood TTC bus route, 30 minute service
- Buses cross in to the bicycle lane at TTC stops



Left turn lanes at all signalized intersections

# Existing Conditions | Safety



Between 2010-2020, there were 1625 collisions on Huntingwood Drive. 382 of those collisions resulted in injuries

35 of the collisions involved a pedestrian (2.2% of all collisions) and 10 collisions involved a person cycling (1.4% of all collisions)



Before the bikeways were installed, the motor vehicle lanes were very wide which can lead to speeding issues



# Existing Conditions | ActiveTO

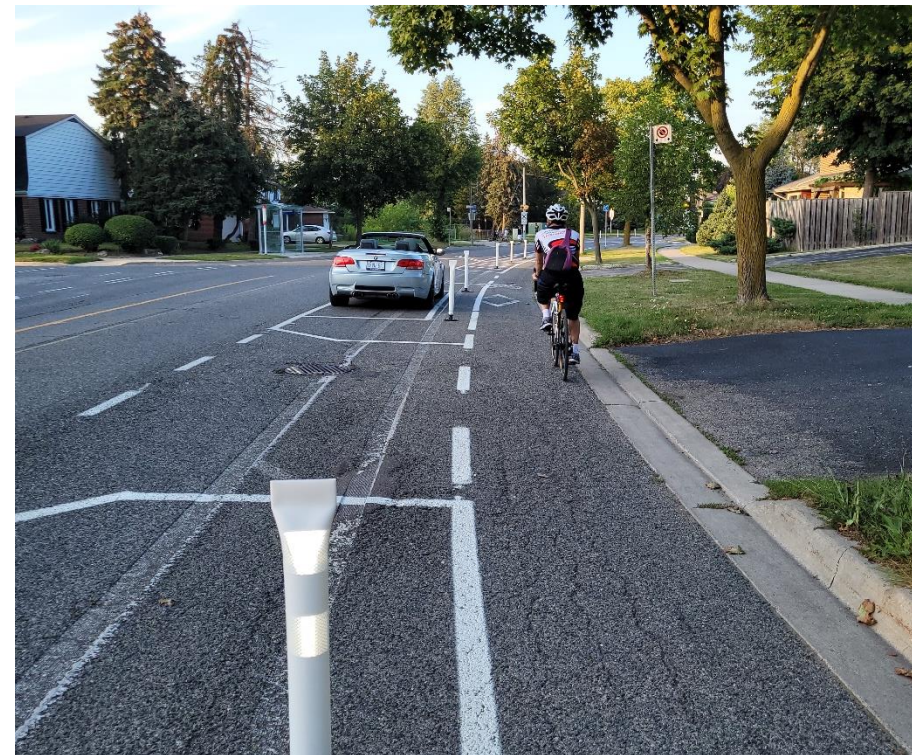


The ActiveTO is a program developed by Transportation Services with support of Toronto Public Health as part of the City's Recovery and Rebuild Strategy.

The program aimed to provide people space to get around while respecting physical distancing.

Bicycle lanes were installed on Huntingwood Drive to improve safety and connections to nearby transit, parks and trails.

Since installation, cycling volumes have grown on the corridor by 30% with no impact to motor vehicle travel times.



Bike lanes were installed in 2020 and improved in 2021 as part of the ActiveTO program

Street	Direction	Average Travel Times (mins) in AM Peak Period (7 a.m. to 10 a.m.)		
		Fall 2019	Fall 2021	Change
Huntingwood Drive (Victoria Park Ave to Brimley Road)	Eastbound	10.4	7.6	-2.8
	Westbound	9.5	8.3	-1.2
Street	Direction	Average Travel Times (mins)		
		Fall 2019	Fall 2021	Change
Huntingwood Drive (Victoria Park Ave to Brimley Road)	Eastbound	10.0	7.9	-2.1
	Westbound	8.9	7.9	-1.0

# Key Features & Terms

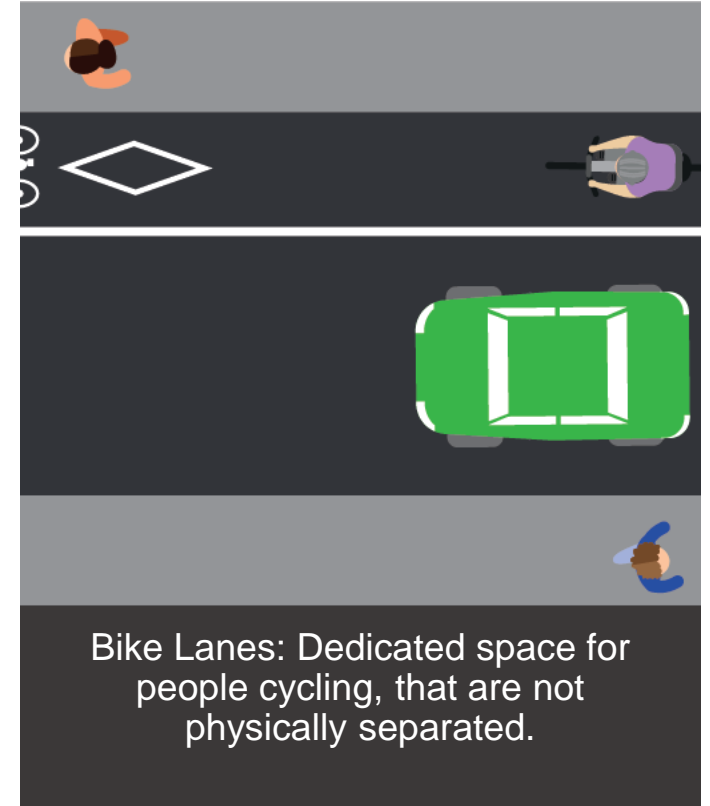
# Key Features & Terms



“Green” infrastructure allows for runoff water from the street to be naturally filtered and slowed down.



Cycle Tracks: Protected lanes for people cycling that are separated by objects like concrete curbs.



Bike Lanes: Dedicated space for people cycling, that are not physically separated.



# Key Features & Terms



Raised crossings: These raised areas at intersections improve the visibility of people crossing



Curb Radii Reduction: Reduced curb radii decrease pedestrian crossing distances and encourage lower motor vehicle speeds.

# Sidewalk and Motor Vehicle Design

# Proposed Design | Widened sidewalks



Sidewalks would be widened from 1.5m to 2.1m throughout the study area where feasible

Constraints considered case-by-case:

- Trees
- Utilities
- Bus stops
- Private encroachments into the public street (right-of-way)

Curb radii would be reduced and raised crossing would installed, where feasible

# Proposed Design | Motor Vehicle Lanes



The asphalt in the motor vehicle travel portion of the street would be replaced with new asphalt and new curbs, where needed.

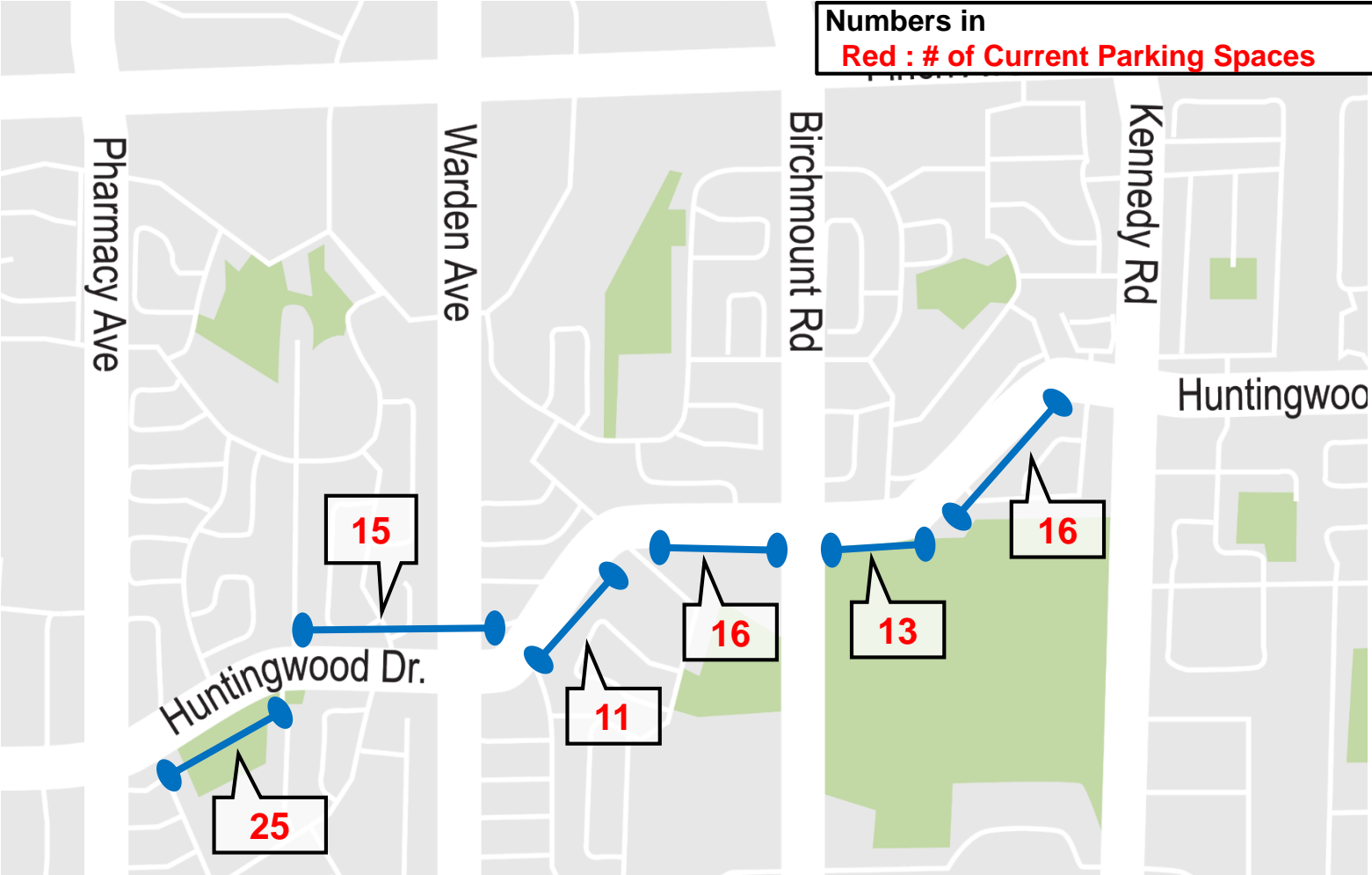
Traffic signals would be upgraded with improved detection

All pavement markings would be replaced with new durable markings.



Huntingwood Drive's road asphalt would be removed and replaced.

# Proposed Design | Parking Supply



# Bikeway Options

# Option 1 | Pavement Markings and Separator Upgrades



Option 1 would include:

- Bikeway pavement markings would be improved and installed
- Plastic flex posts would be removed and replaced with new flex posts
- At bus stops, raised bike lanes would be installed to improve accessibility and bus operations



# Option 1 | Pavement Markings and Separator Upgrades



Option 1 | Pavement Markings and Separator Upgrades

# Option 2 | Concrete Protected Cycle Tracks



Option 2 would include:

- The replacement of the flex posts and painted buffer with poured in place concrete
- At bus stops, raised cycle tracks would be installed to improve accessibility and bus operations



# Option 2 | Concrete Protected Cycle Tracks



Option 2 | Concrete Protected Cycle Tracks

# Option 3 | Green Cycle Tracks



Option 3 would include:

- The replacement of the flex posts and painted buffer with “green” infrastructure
- At bus stops, raised cycle tracks would be installed to improve accessibility and bus operations



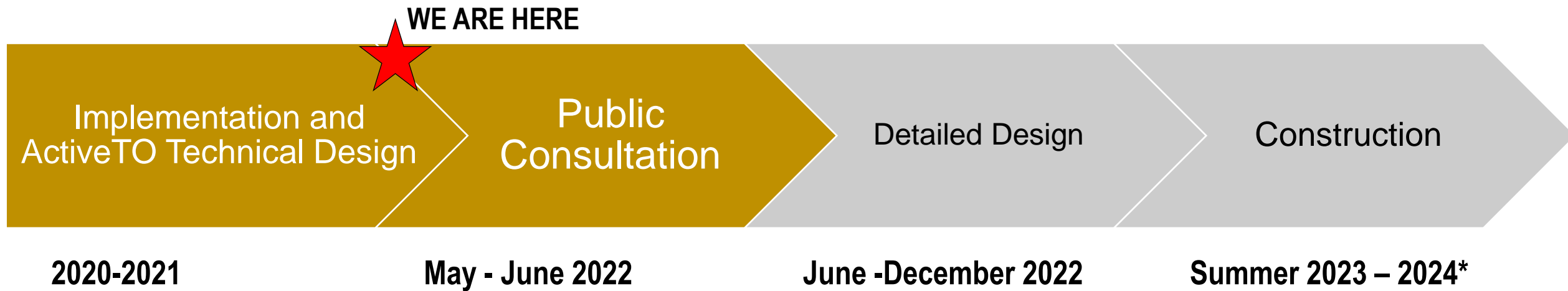
# Option 3 | Green Cycle Tracks



Option 3 | Green Cycle Tracks

# Timelines and Next Steps

# Project Timeline Overview





# Question & Answer Period



## How to Participate

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## Project Team

Becky Katz, Cycling and Pedestrian Projects

David Dunn, Cycling and Pedestrian Projects

Tracy Manolakakis, Public Consultation Unit

# Next Steps

- **June 10, 2022** – Online Survey Deadline
- **July 2022** – Engagement summary posted on project website



## CONTACT US

If you have any questions or please contact:

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**(416) 392-8985**

**Toronto.ca/huntingwood**