



Martin Grove Road Cycling Connections

Public Meeting | Transportation Services

May 04 2022

Land Acknowledgement for Toronto

"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 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."

Project Team

- Dr Zeeshan Abdy, Cycling and Pedestrian Projects
- Aadila Valiallah, Public Consultation Unit
- Becky Katz, Cycling and Pedestrian Projects
- Sayan Sivapathasundaram, Cycling and Pedestrian Projects
- Nathalie Forde, Public Consultation Unit

Opening Remarks



Deputy Mayor (West Toronto)
Stephen Holyday
City of Toronto, Ward 2
Etobicoke-Center



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



1. 2020 Road Safety Improvement Study
2. 2022 Martin Grove Road Cycling Connections Study
3. Guiding Plans, Context and Considerations
4. Existing Condition and Design Proposal
5. Next Steps
6. Q&A

Background 2020 Road Safety Improvement Study



Planned Martin Grove Watermain Replacement

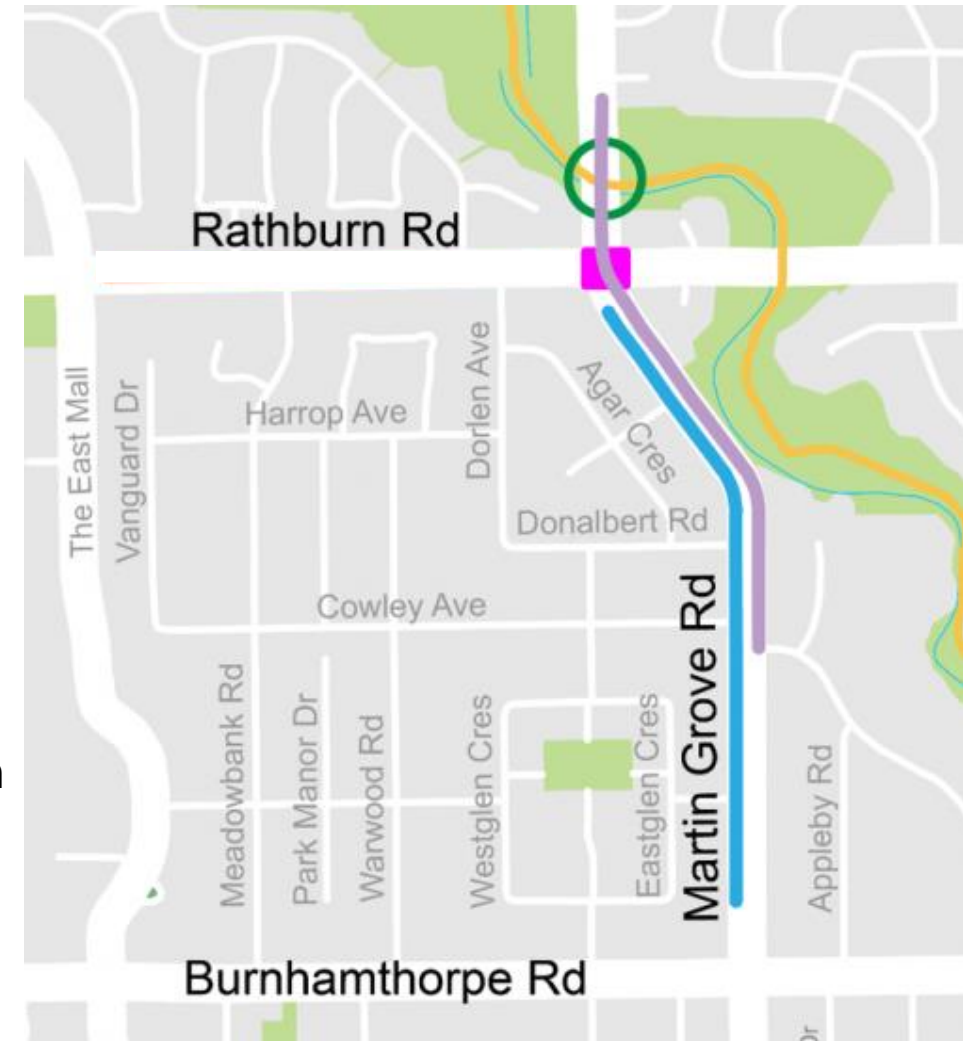
- Bring the existing watermain over 75 years old with history of leaks and breaks to state of good repair

Martin Grove Road Safety project

- City consulted the public on installing new separated bike lanes on Martin Grove Road (between Burnhamthorpe Road and Rathburn Road) (Dec 2020)
- City Council approved the road safety improvements on Martin Grove Road (Jun 2021)

Rathburn Road Intersection

- The bike lane project will also include the reconstruction of the intersection of Martin Grove Road and Rathburn Road.
- EA study in process for Watermain realignment

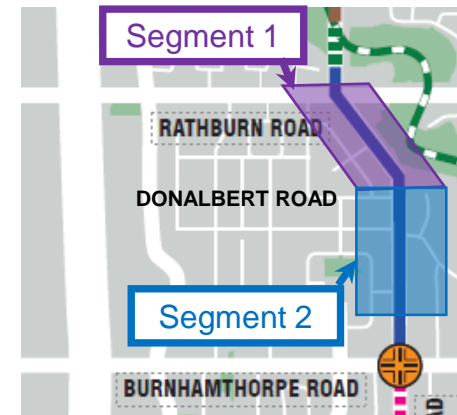


Background | 2020 Martin Grove Road Safety Project

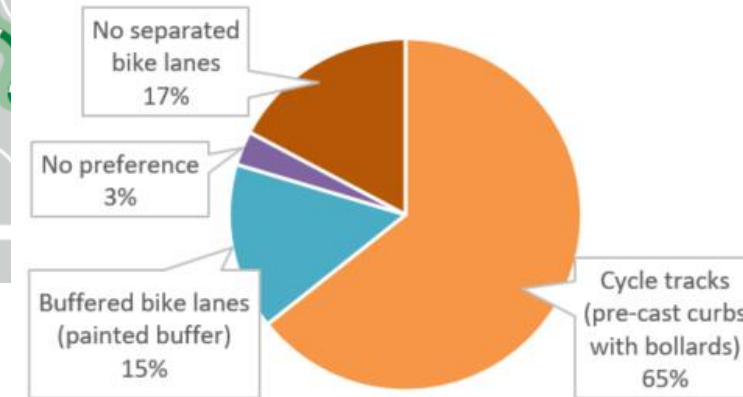


Public Consultation (December 2020)

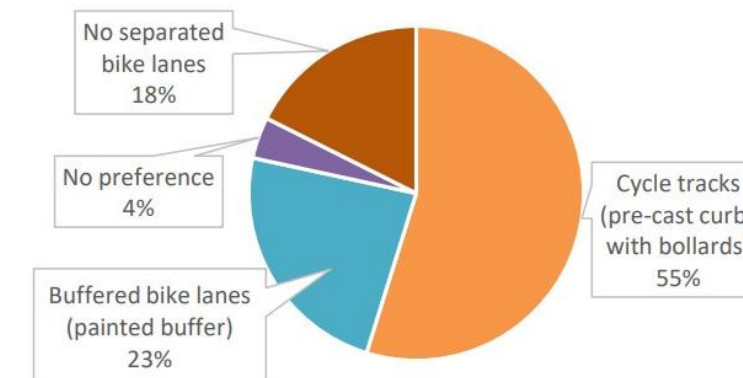
- Over 100 people attended the public meeting and over 275 responses were received.
- There was a high level of support for bike lanes.
- There was support in extending the bike lanes on Martin Grove Road in both directions: north to Eglinton Avenue West and south to Dundas Street West.



Survey respondents' preferences for Martin Grove Rd, Segment 1 (255 responses)



Survey respondents' preferences for Martin Grove Rd, Segment 2 (250 responses)



2022 Martin Grove Road Cycling Connections

Project Goals



Improve safety for people walking, cycling and driving

The proposed changes are aligned with the City's Vision Zero Road Safety policy and focused on reducing the chances of serious and fatal collisions.



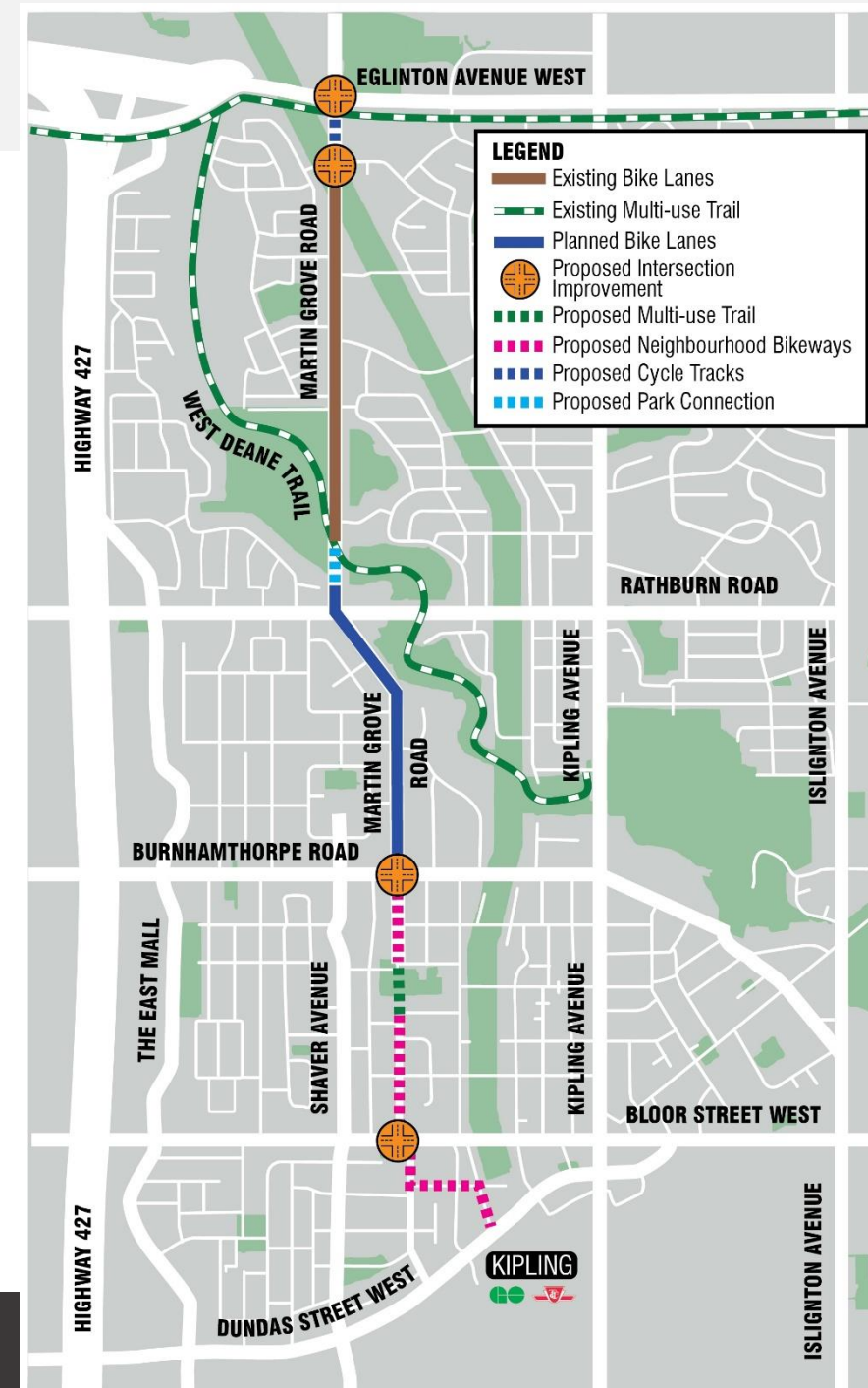
Encourage cycling by completing gaps in cycling network

Connect the disconnected on-street and off-street bikeways and create a continuous north-south bikeway on Martin Grove Road between Eglinton Avenue West and the Kipling GO Station.



Maintain city services and access to all properties and driveways

Maintain emergency services, snow cleaning and solid waste removal and all property access.

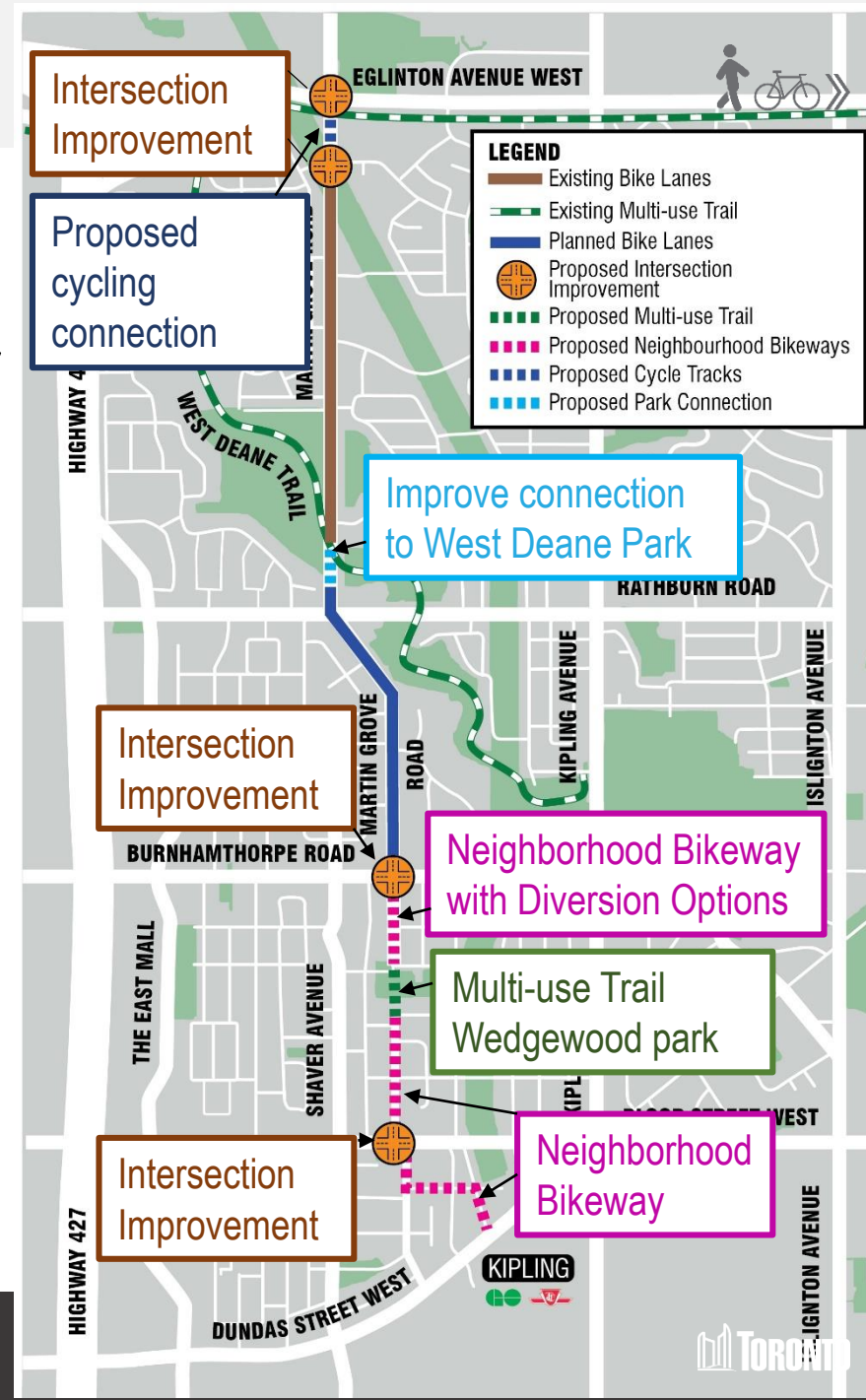


Project Overview



Intersection Improvement (Eglinton Avenue, Winterton Drive, Burnhamthorpe Road and Bloor Street)

- ■ ■ Complete missing cycling connection from Eglinton Avenue to south of Winterton Drive
- ■ ■ Improved connection at West Deane park
- ■ ■ New multi-use trail through Wedgewood Park
- ■ ■ Neighbourhood bikeway between Burnhamthorpe Road and Dundas Street West



Why Consider Change?

Why Consider Change? | Guiding Plans



**Healthy Toronto by
Design**



**Vision Zero Road Safety
Plan**



**TransformTO: Climate
Action Strategy**



**Complete Streets
Guidelines**



**Reduce Reliance on Motor
Vehicles**

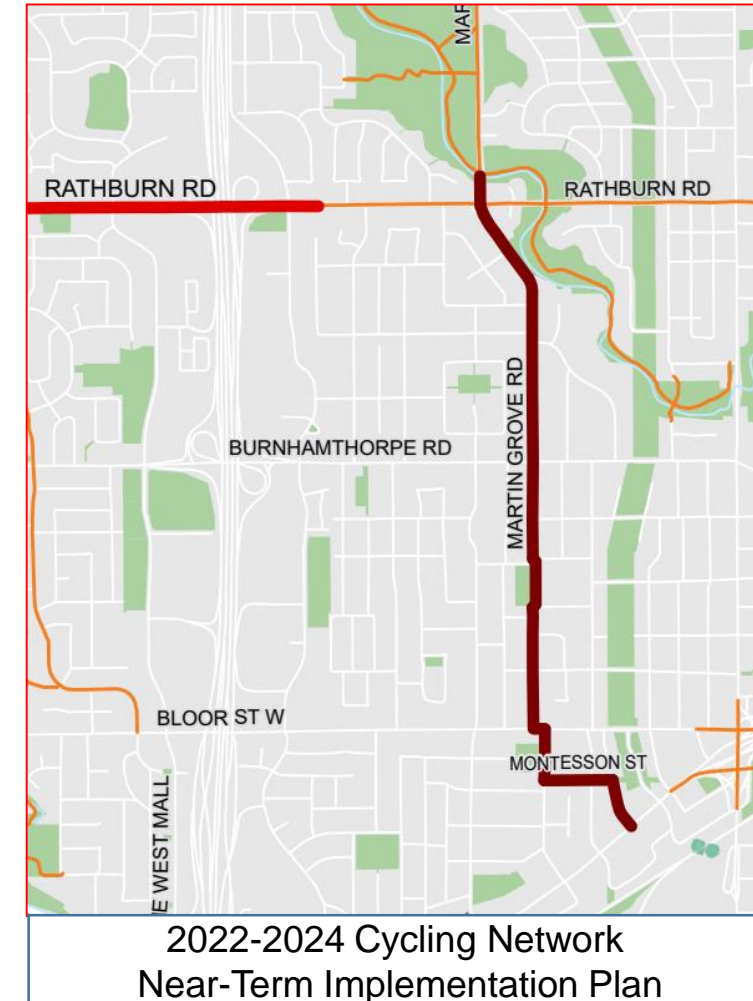


**Encouraging People of All
Ages and Abilities to Ride**

Why Consider Change? | Cycling Network Plan



- In December 2021, City Council adopted the Cycling Network Near-Term Implementation Plan (2022-2024)
- Closing the cycling network gaps on Martin Grove Road was adopted as part of the plan.



Why Consider Change? | Road Safety



Over the last 10 years, there were 649 vehicle collisions, on Martin Grove Road between Eglinton Avenue West and Dundas Street West.



The posted speed limit of Martin Grove Road south of Eglinton Avenue West is 40 km/h, but **the 85 percentile speed can be as high as 72 km/h**, which poses significant safety concerns.

	Posted Speed	85% <u>ile</u> speed
South of <u>Eglinton</u> Avenue West	40	72.1
South of <u>Winterton</u> Drive	50	59.5
South of <u>Rathburn</u> Road	40	59.5
South of <u>Burnhamthorpe</u> Road	40	46.9
North of Bloor Street West	40	43.8

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.

Design Considerations | Selecting the Right Type of Bikeway



Martin Grove Road’s land use and motor vehicle environment changes throughout.

It’s important to select the appropriate type of bikeway, based on the context.

In Toronto, the Ontario Traffic Manual, Transportation Association of Canada’s Geometric Design Guide, and internal guidance are used to select the appropriate types of bikeways.

Roadway along Martin Grove Road	Type
South of Eglinton Avenue West	Minor Arterial
South of Winterton Drive	Minor Arterial
South of Rathburn Road	Collector
South of Burnhamthorpe Road	Local
North of Bloor Street West	Local



Bicycle Lane



Neighbourhood Bikeway

Eglinton Avenue to Winterton Drive

Existing Condition and Design Proposal



- Missing cycling connection from Eglinton Avenue West to South of Winterton Drive.
- There is a multi-use trail along Eglinton Avenue West, but currently no cycling connection from Martin Grove Road

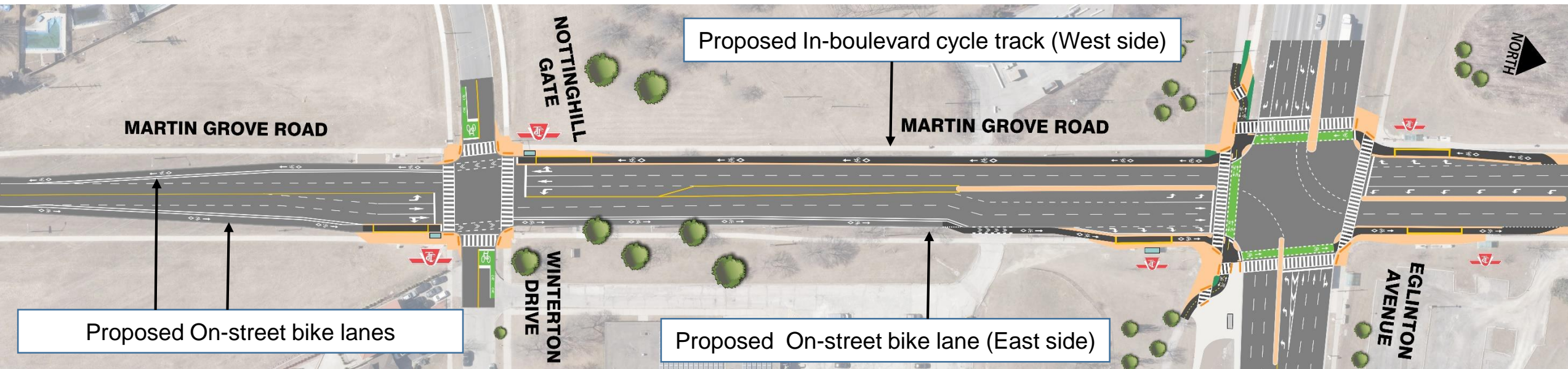


Bicycle lane ending south of Winterton Drive

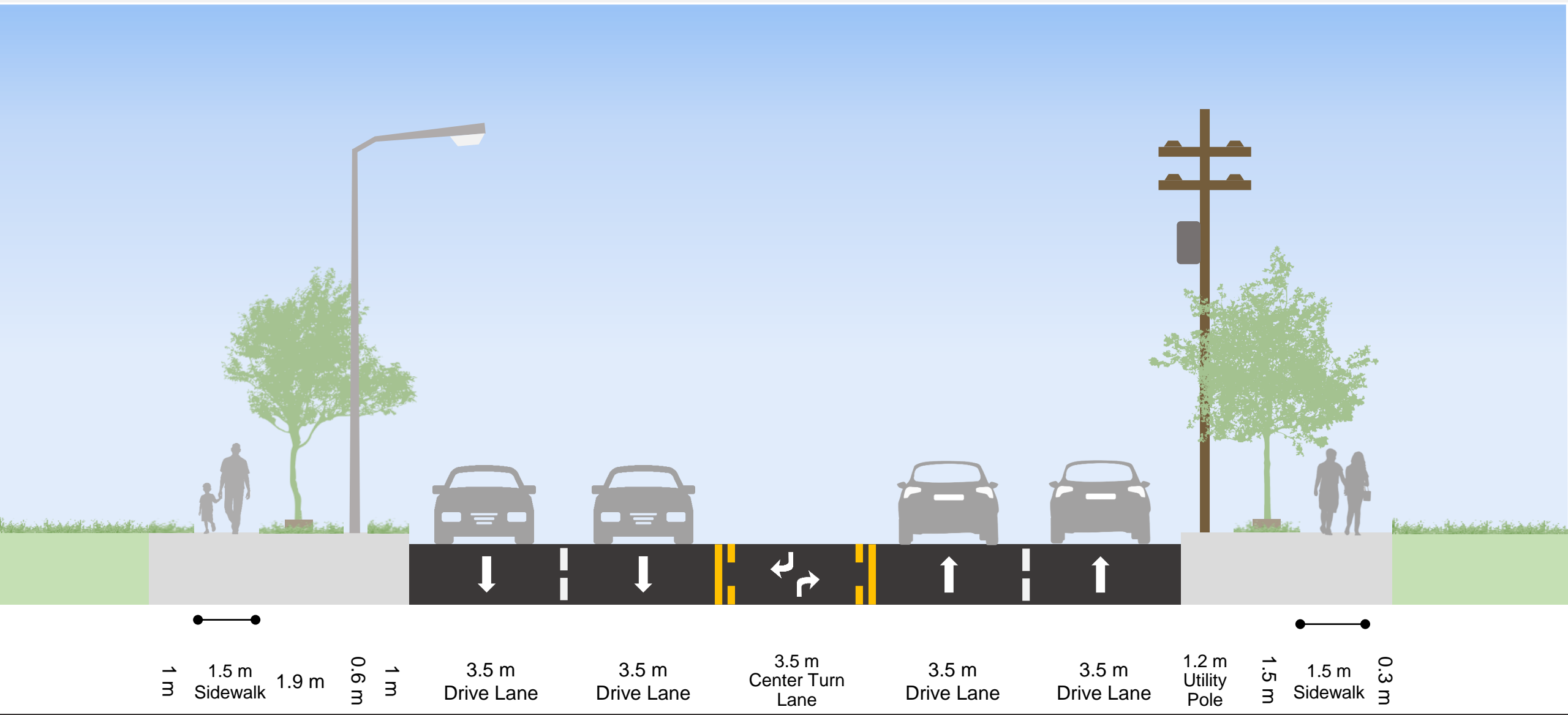
Design Proposal | Eglinton Avenue West to Winterton Drive



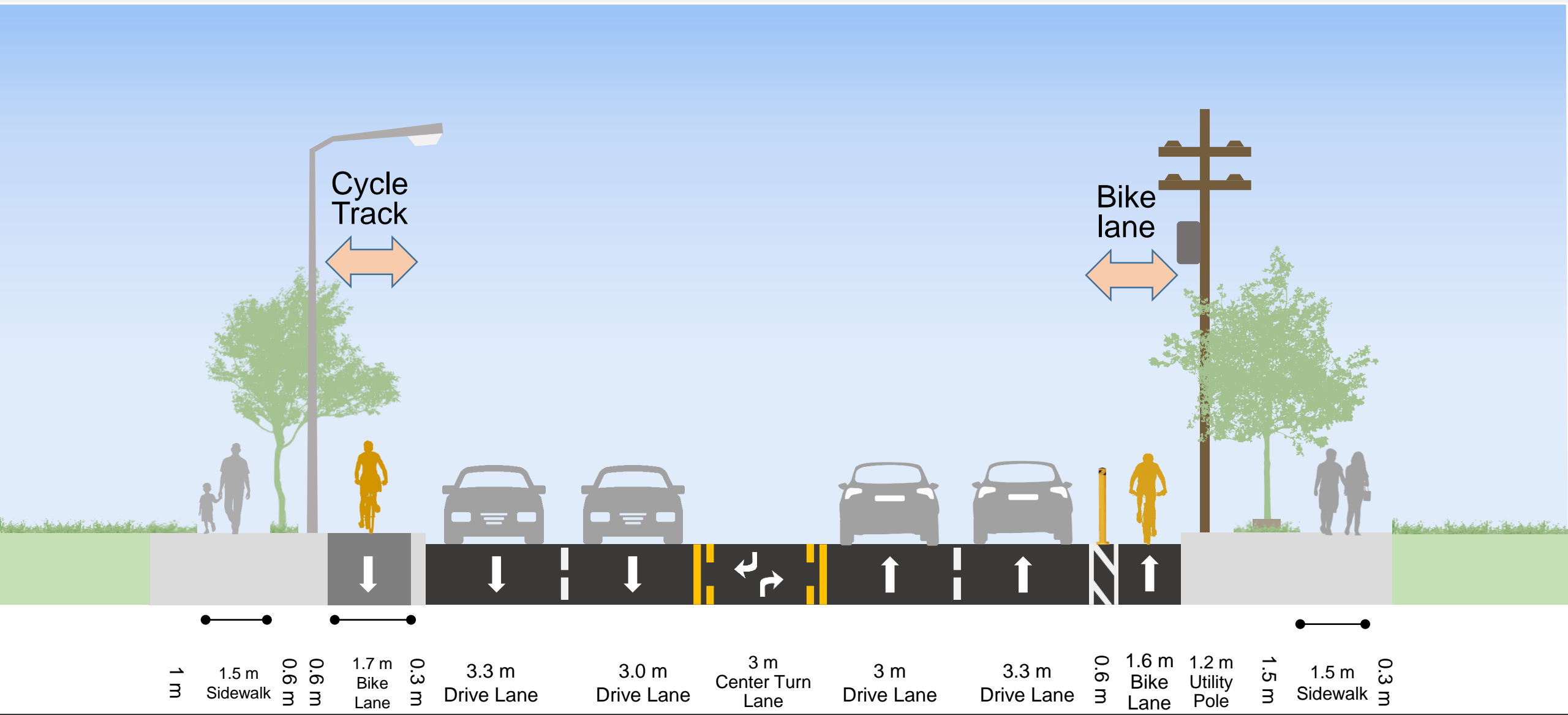
- Safety and accessibility improvements at Eglinton Avenue West and Winterton Drive
- New cycling connection between Eglinton Avenue West to south of Winterton Drive
- Maintain same number of vehicle lanes



Existing Condition | South of Eglinton Avenue West



Design Proposal | South of Eglinton Avenue West



1 m 1.5 m Sidewalk 0.6 m 0.6 m 1.7 m Bike Lane 0.3 m 3.3 m Drive Lane 3.0 m Drive Lane 3 m Center Turn Lane 3 m Drive Lane 3.3 m Drive Lane 0.6 m 1.6 m Bike Lane 1.2 m Utility Pole 1.5 m 1.5 m Sidewalk 0.3 m

Design Proposal | Eglinton Avenue West



West Deane Park Connection

Existing Condition and Design Proposal

Existing vehicle lanes are very wide, with narrow bike lanes along the curbs

Project objective is to provide buffer between people on bike and motor vehicle over the bridge and improve comfort of connecting to the trail.



Existing West Deane Park Connection

Design Proposal | West Deane Trail Connections

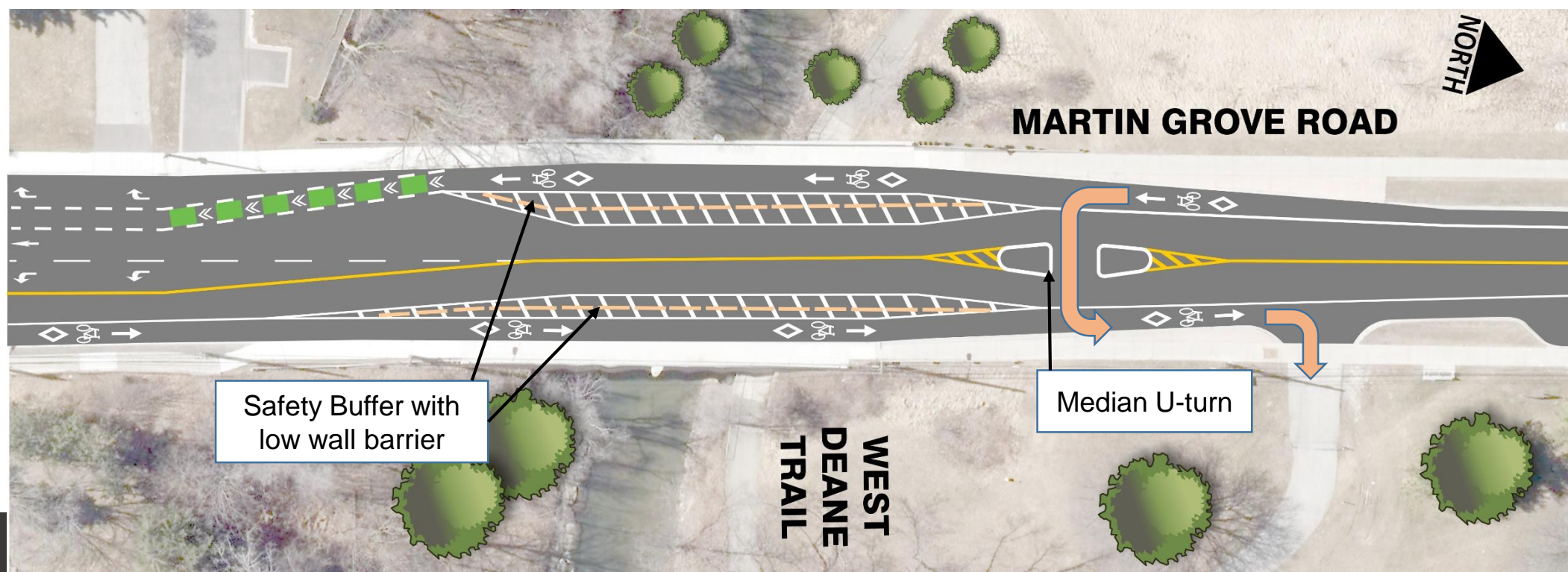


Design Features

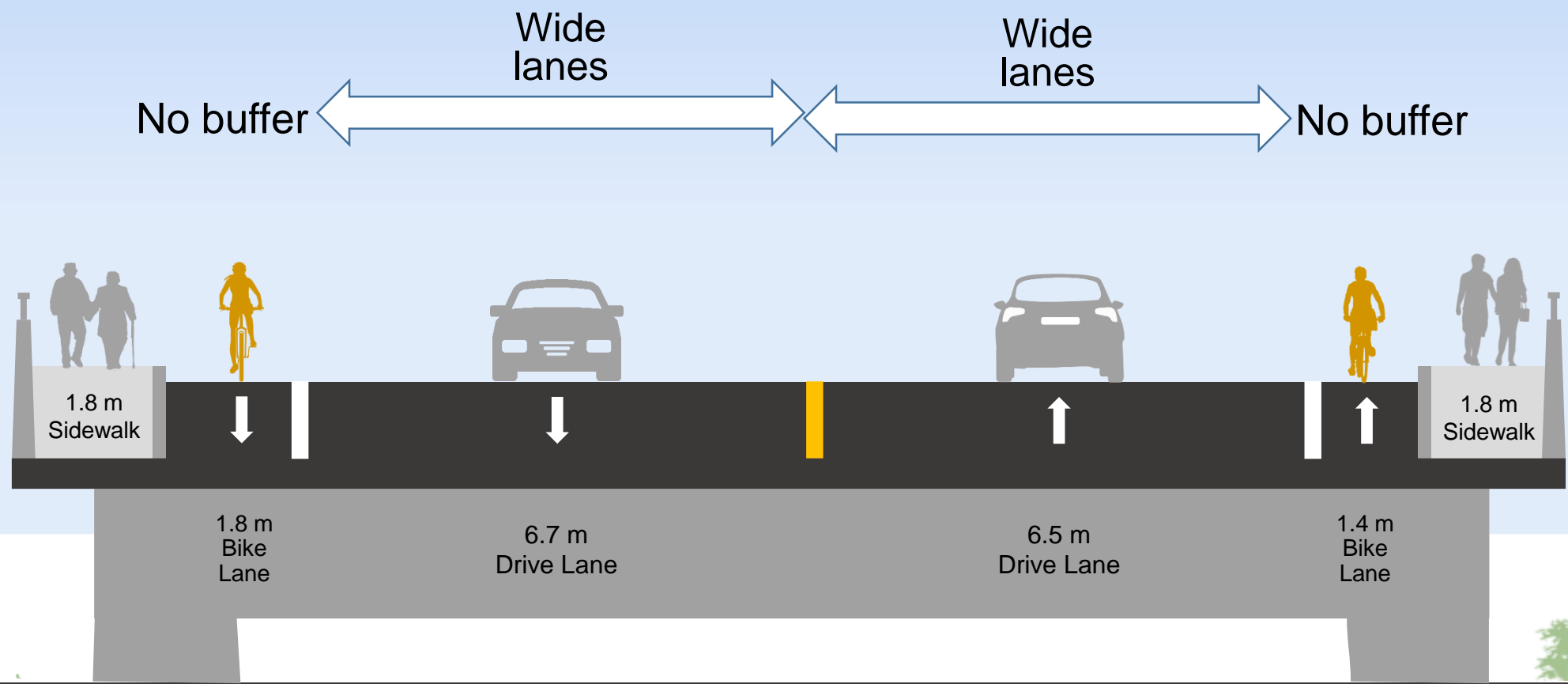
Safety Buffer : Provide a buffer between people on bike and motor vehicle

Median U-Turn: Install a refuge median to create a comfortable mid-block U-turn for southbound people on bike to West Deane Trail.

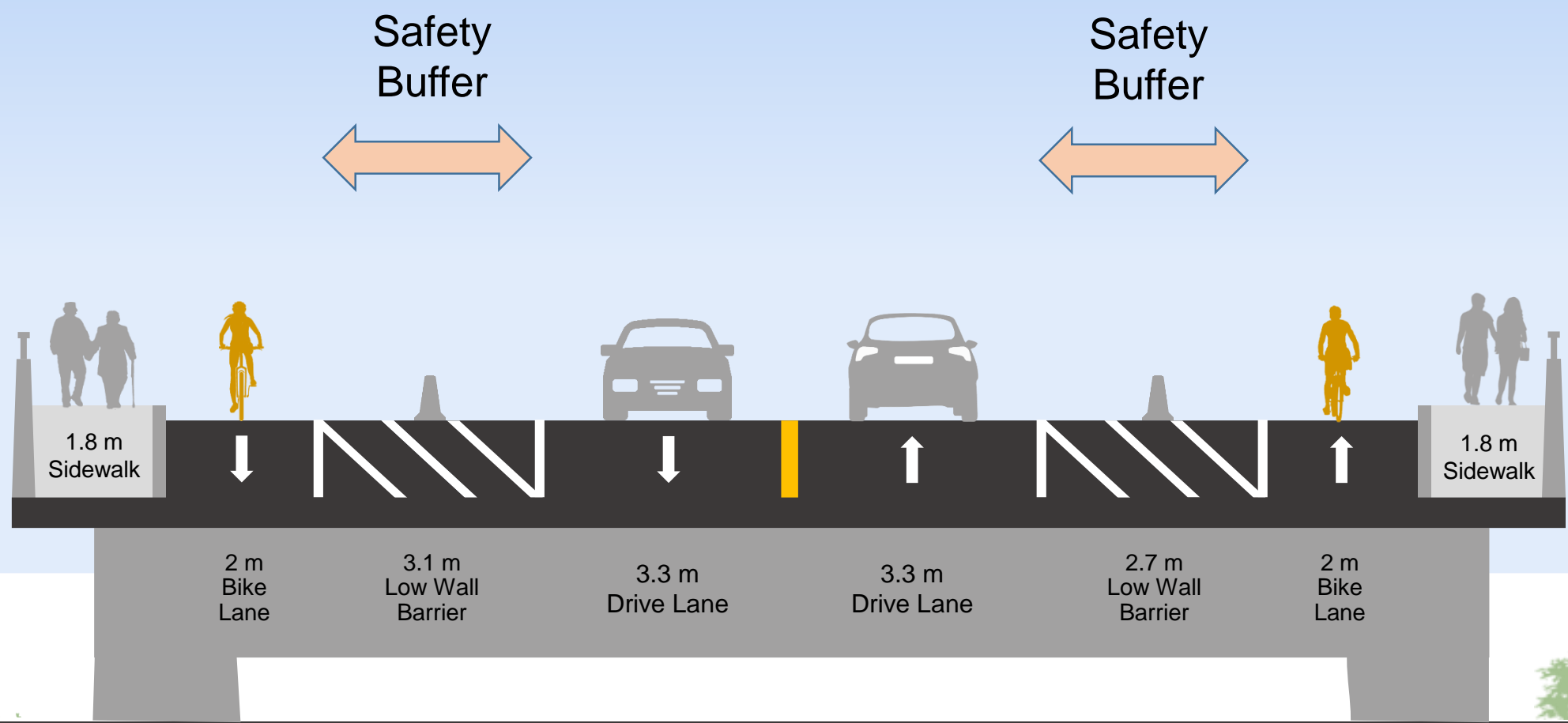
- Discourage speeding
- Support 50 km/h posted speed limit



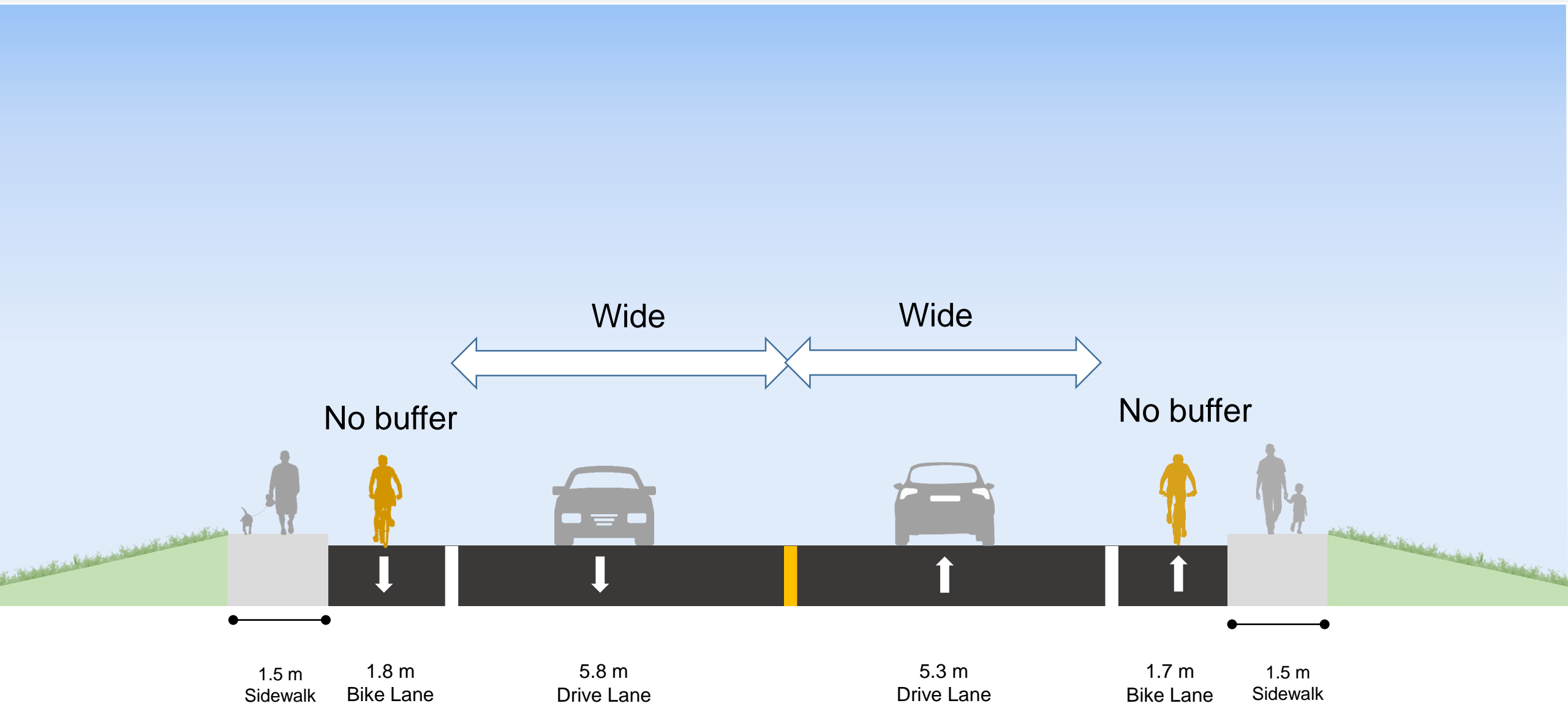
Existing Condition | Bridge Section with no Buffer



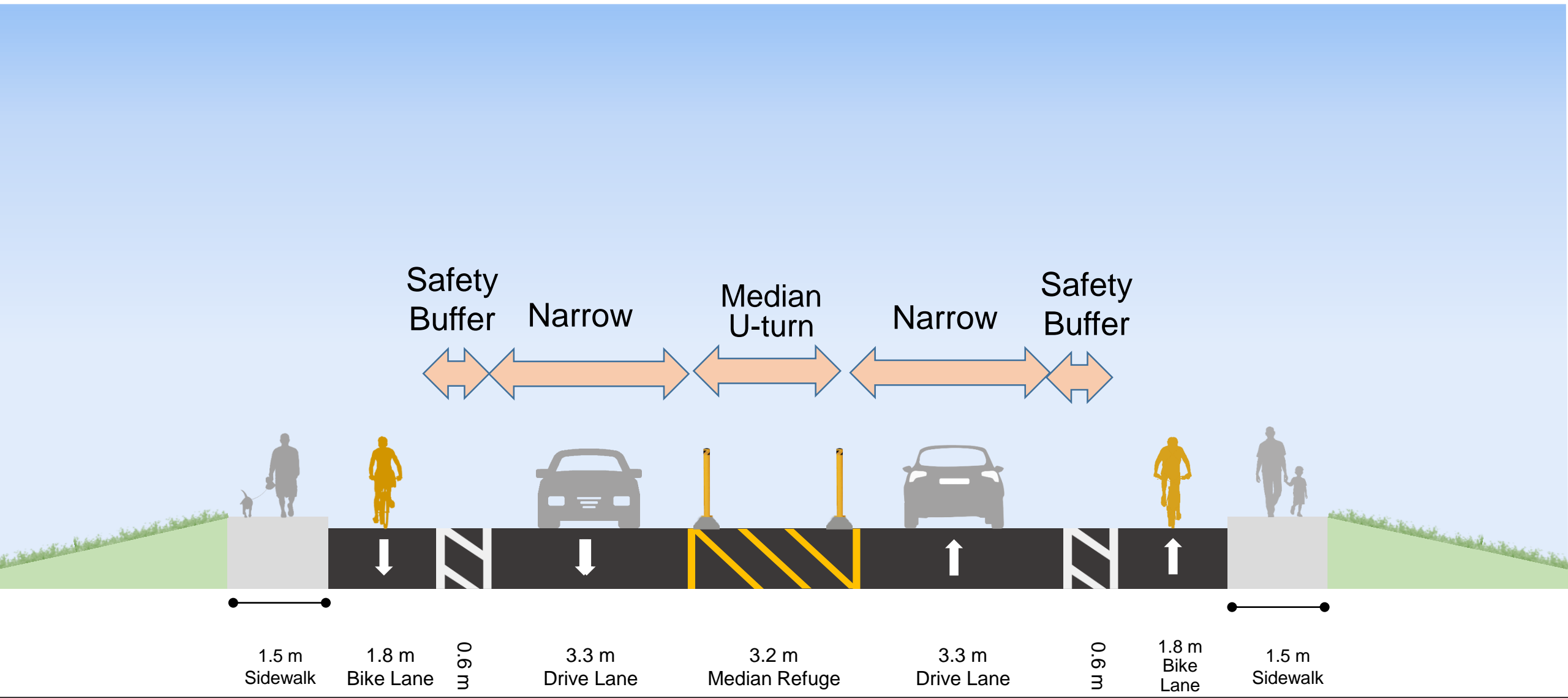
Design Proposal | Safety Buffer with low wall barrier



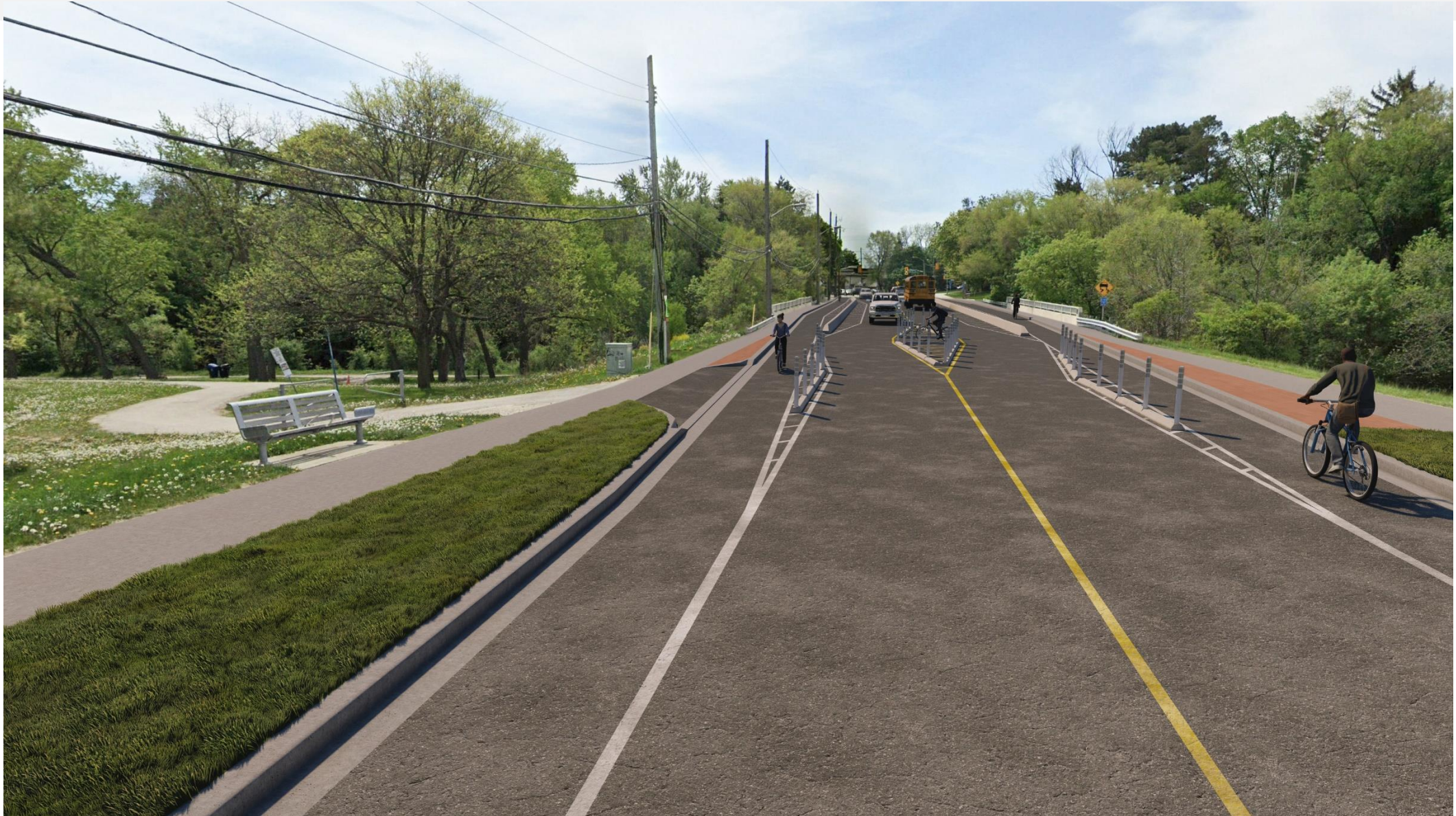
Existing Condition | Wide lanes with no buffer



Design Proposal | Median U-turn with safety buffer

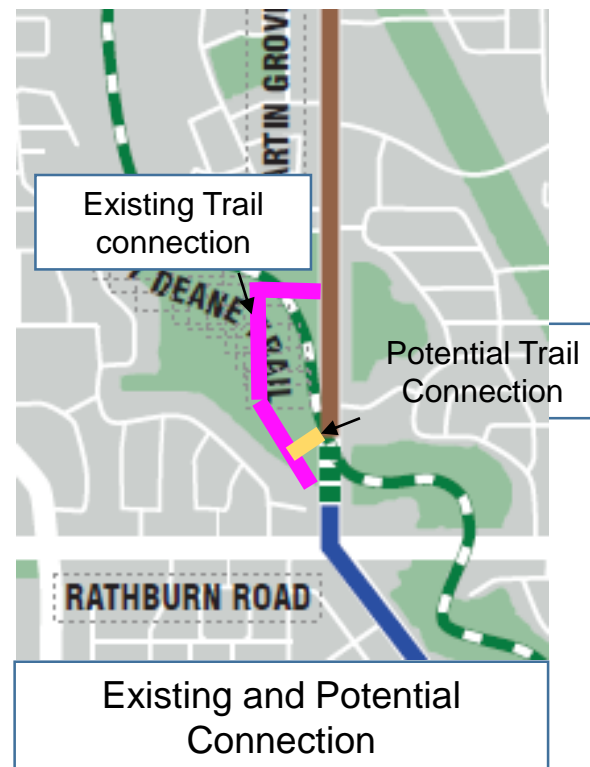


Design Proposal | West Deane Trail Connections





To further improve trail connections for people walking and cycling, a potential new trail link will be considered from the west side of Martin Grove Road, eliminating the need to cross the street





Artist rendering of the proposed Improvements at West Deane Park



Artist rendering of the proposed Improvements at Eglinton Avenue West

Q & A

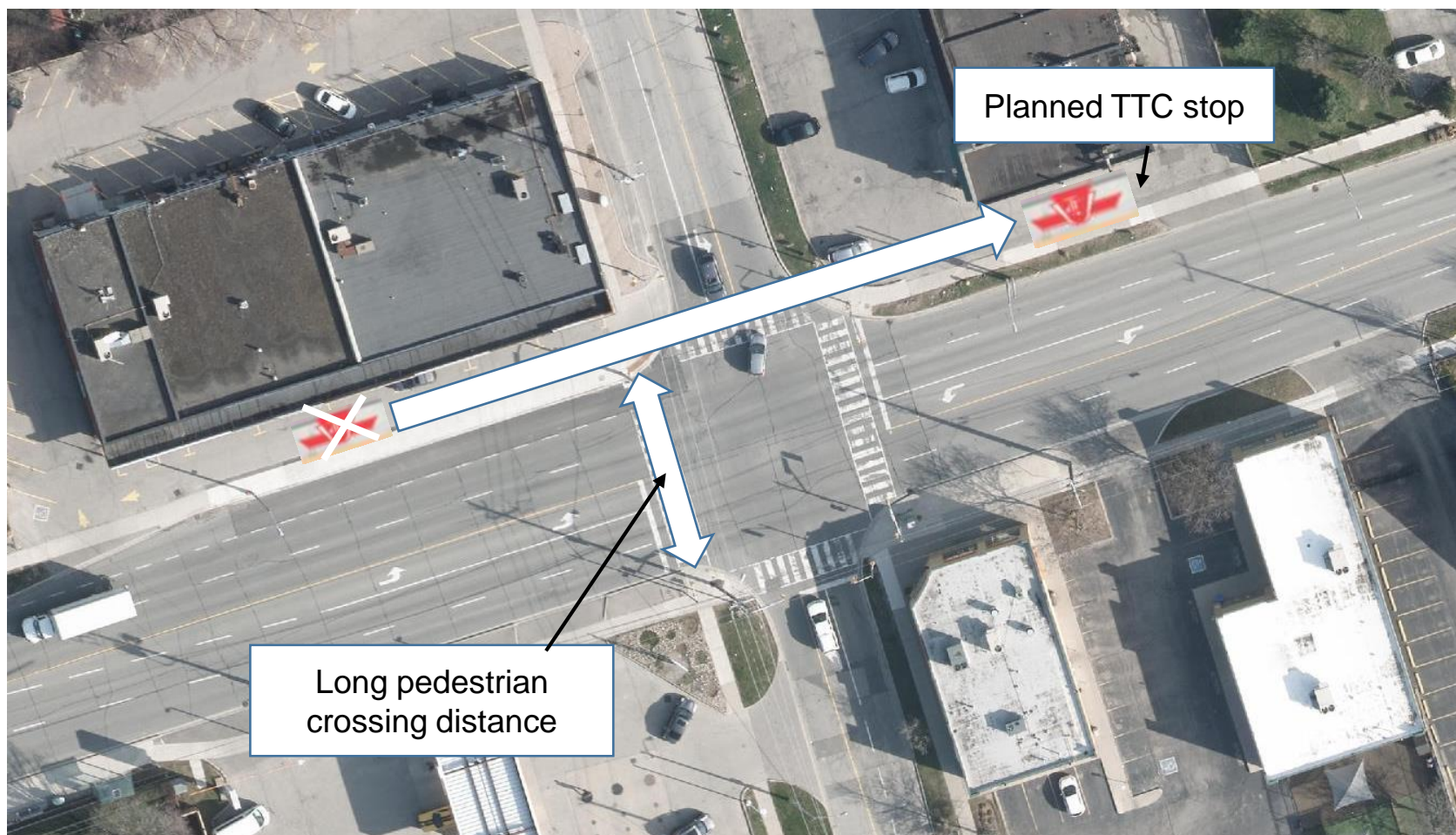
Eglinton Ave West to Burnhamthorpe Road

Martin Grove Road and Burnhamthorpe Road Intersection Existing Condition and Design Proposal

Existing Conditions | Martin Grove Road and Burnhamthorpe Road



- TTC has plans to relocate the existing north west bus stop to north east side.
- Large existing TTC layby on west side leads to longer pedestrian crossing distances

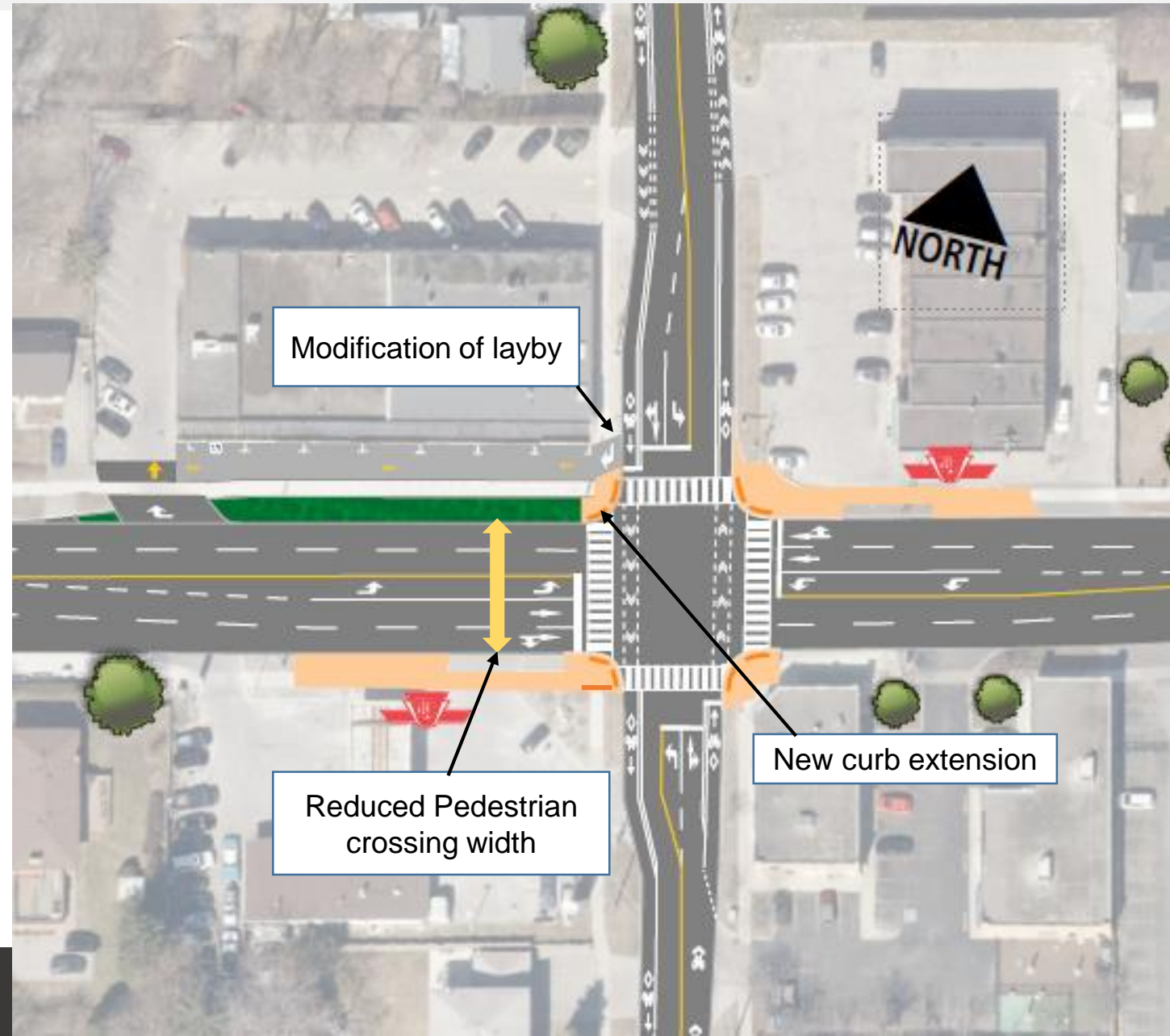


Aerial Imagery of the Burnhamthorpe Intersection

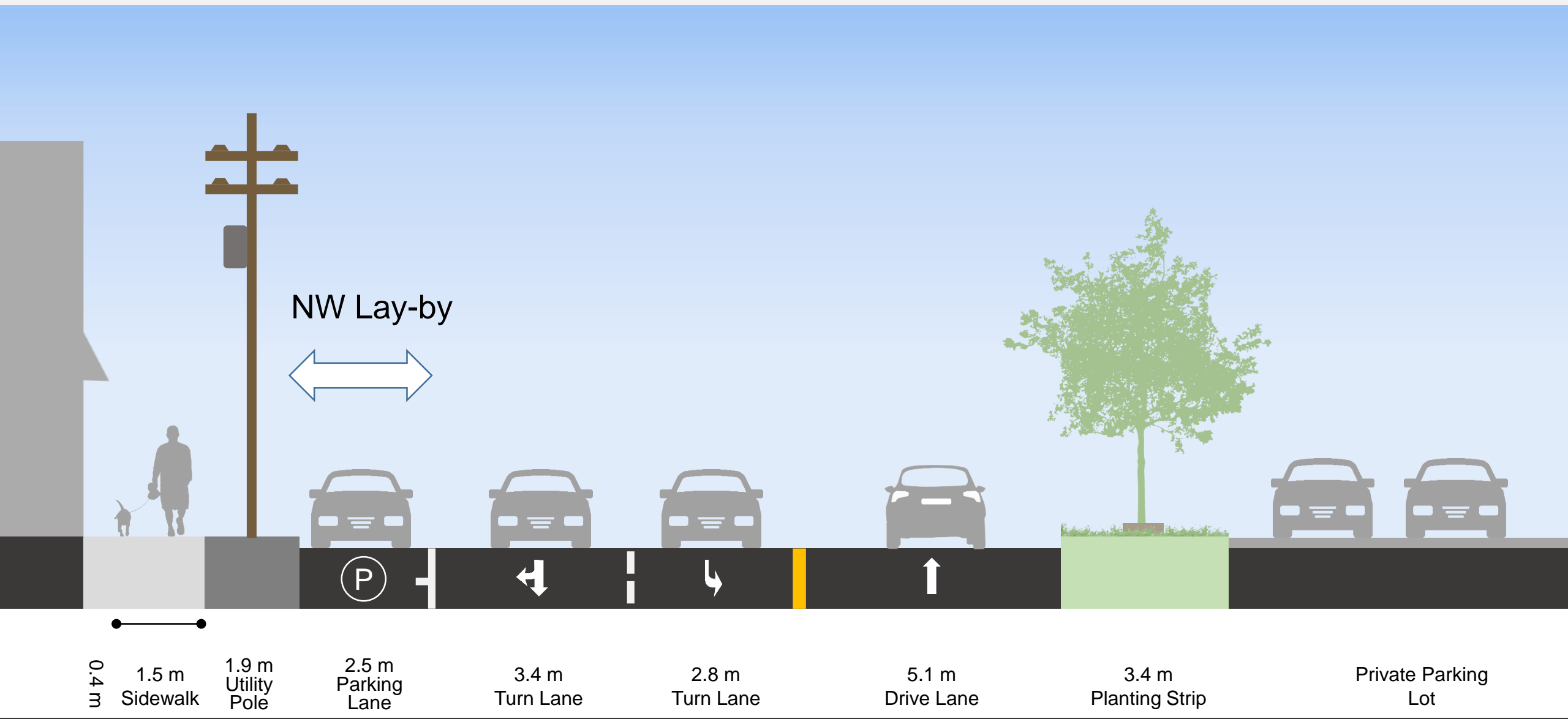
Design Proposal | Martin Grove Road and Burnhamthorpe Road



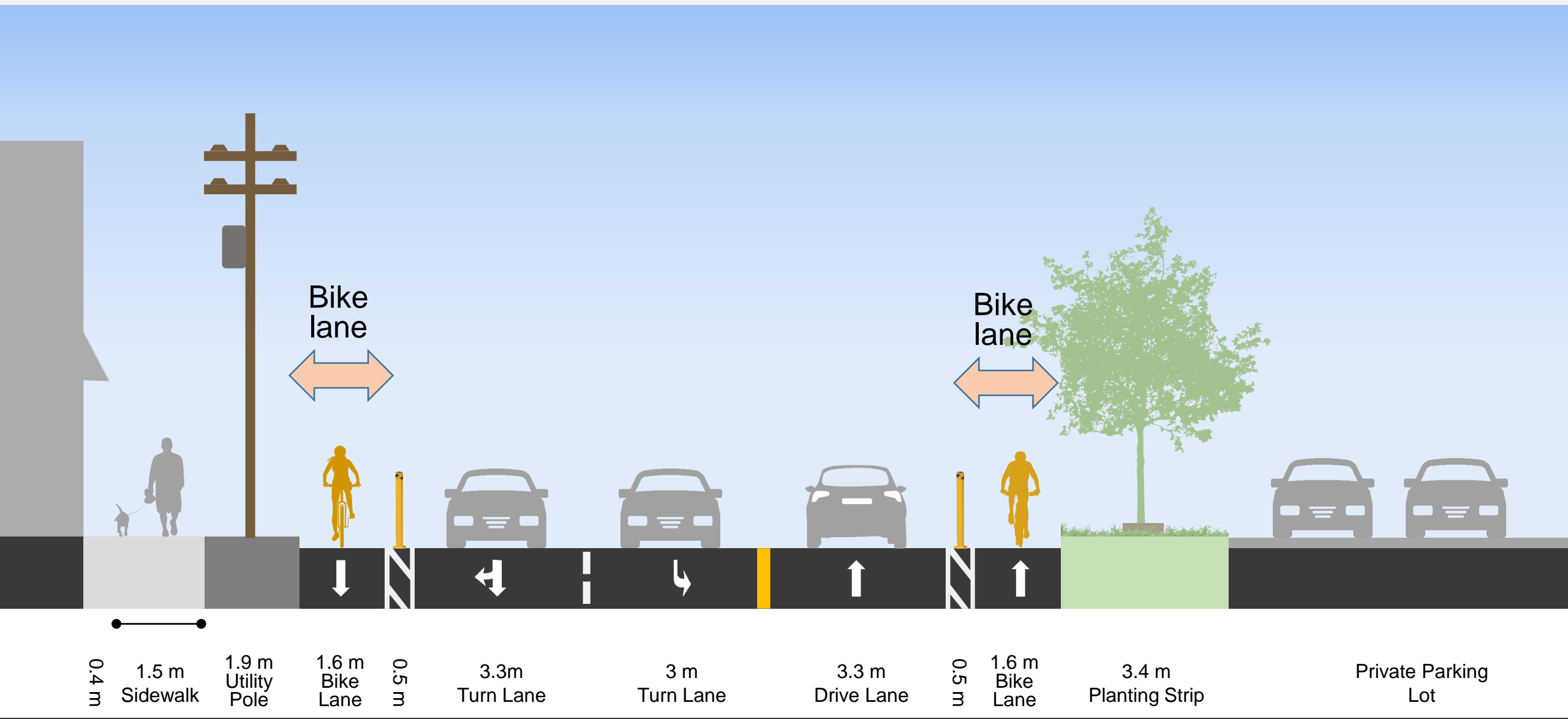
- No change to traffic lanes
- New bike lanes going south
- New bike lanes going north will connect to bike lanes approved in 2021
- New curb extension on NW corner
 - Reduce pedestrian crossing distance
 - Enhance green infrastructure
- Lay-by parking spots on Martin Grove to be removed
- Reduce curb radii at all corners
- New tactile surface indicators



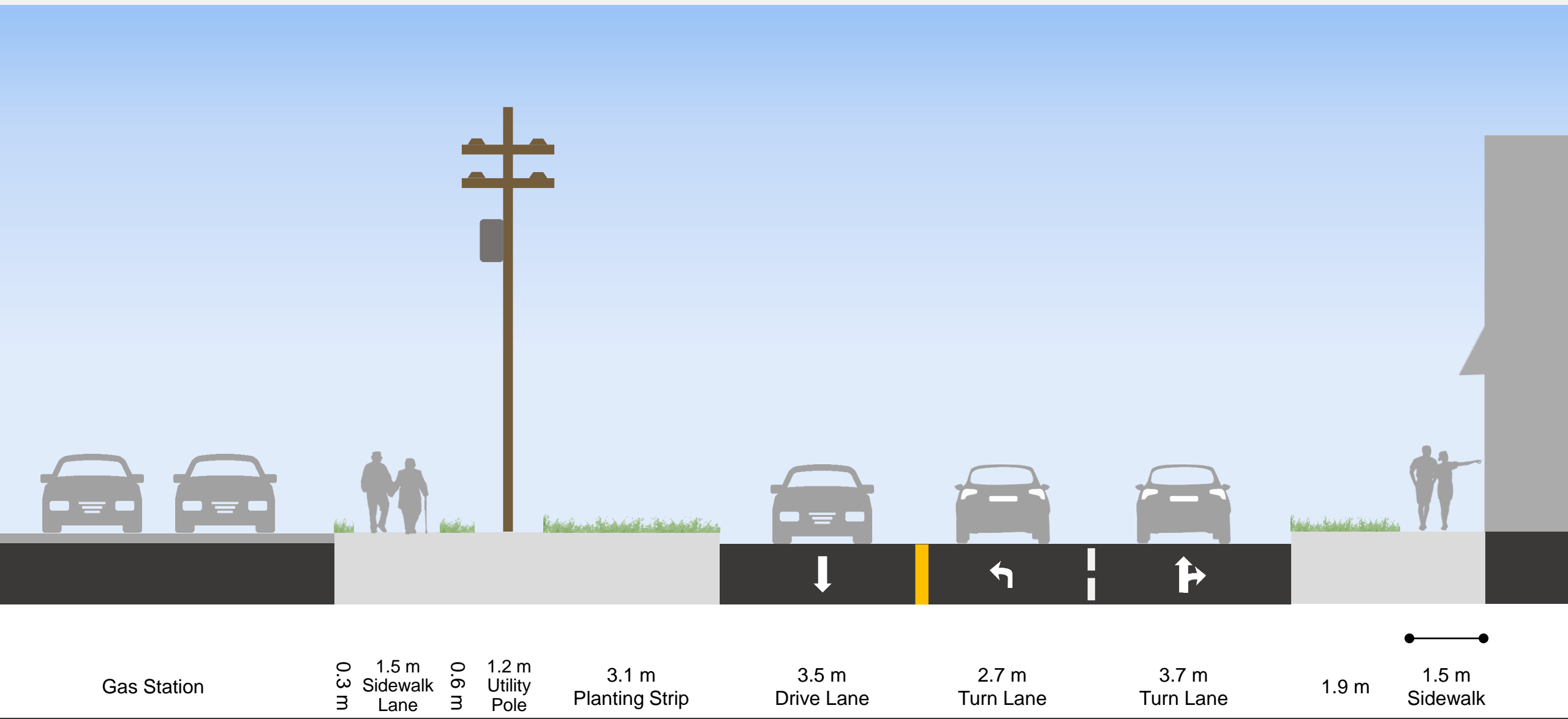
Existing Condition | North of Burnhamthorpe Road



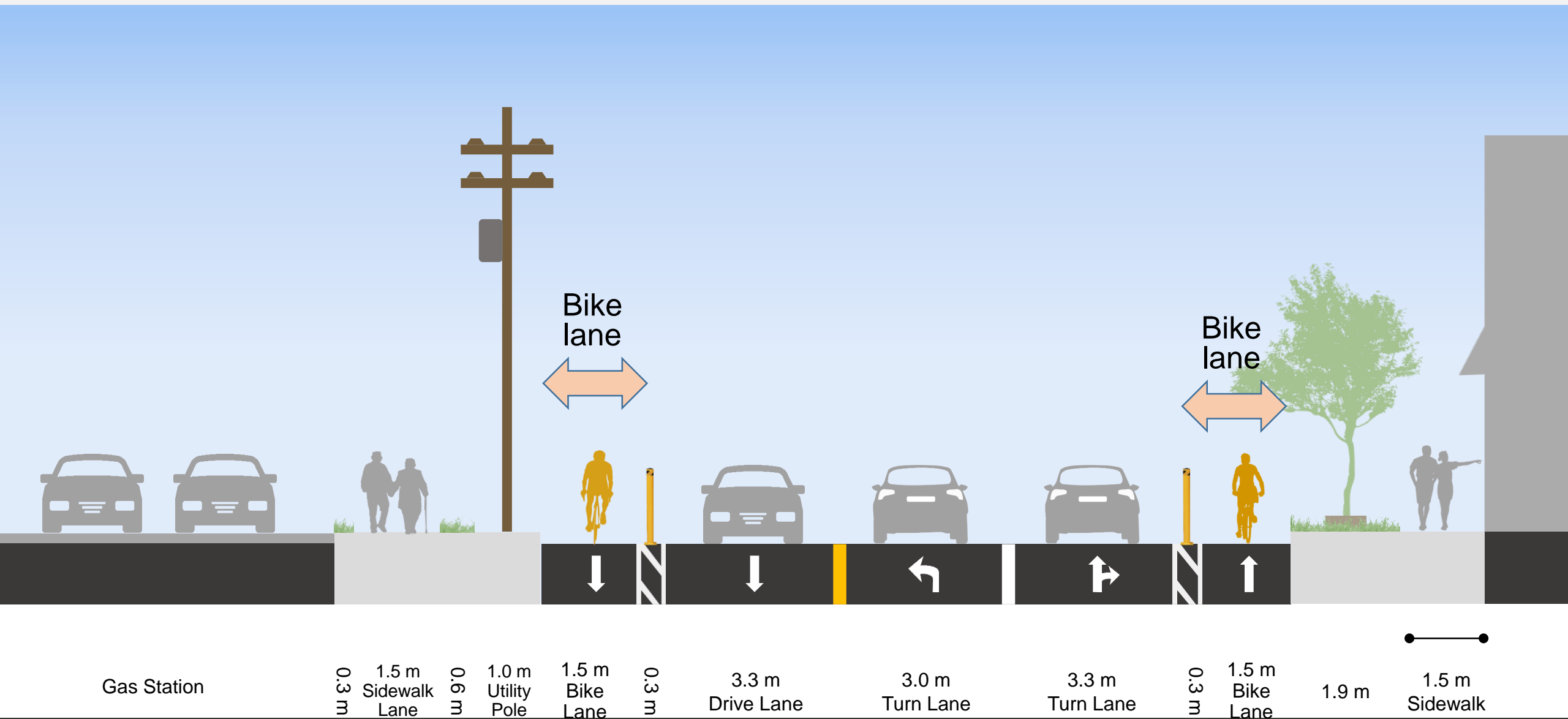
Proposed Design | North of Burnhamthorpe Road



Existing Condition | South of Burnhamthorpe Road



Proposed Design | South of Burnhamthorpe Road



Design Proposal | Martin Grove Road and Burnhamthorpe Road



Burnhamthorpe Road to Wedgewood Park Existing Condition and Design Proposal



Martin Grove Road is a local street with parking permitted on both sides, and sidewalk on west side

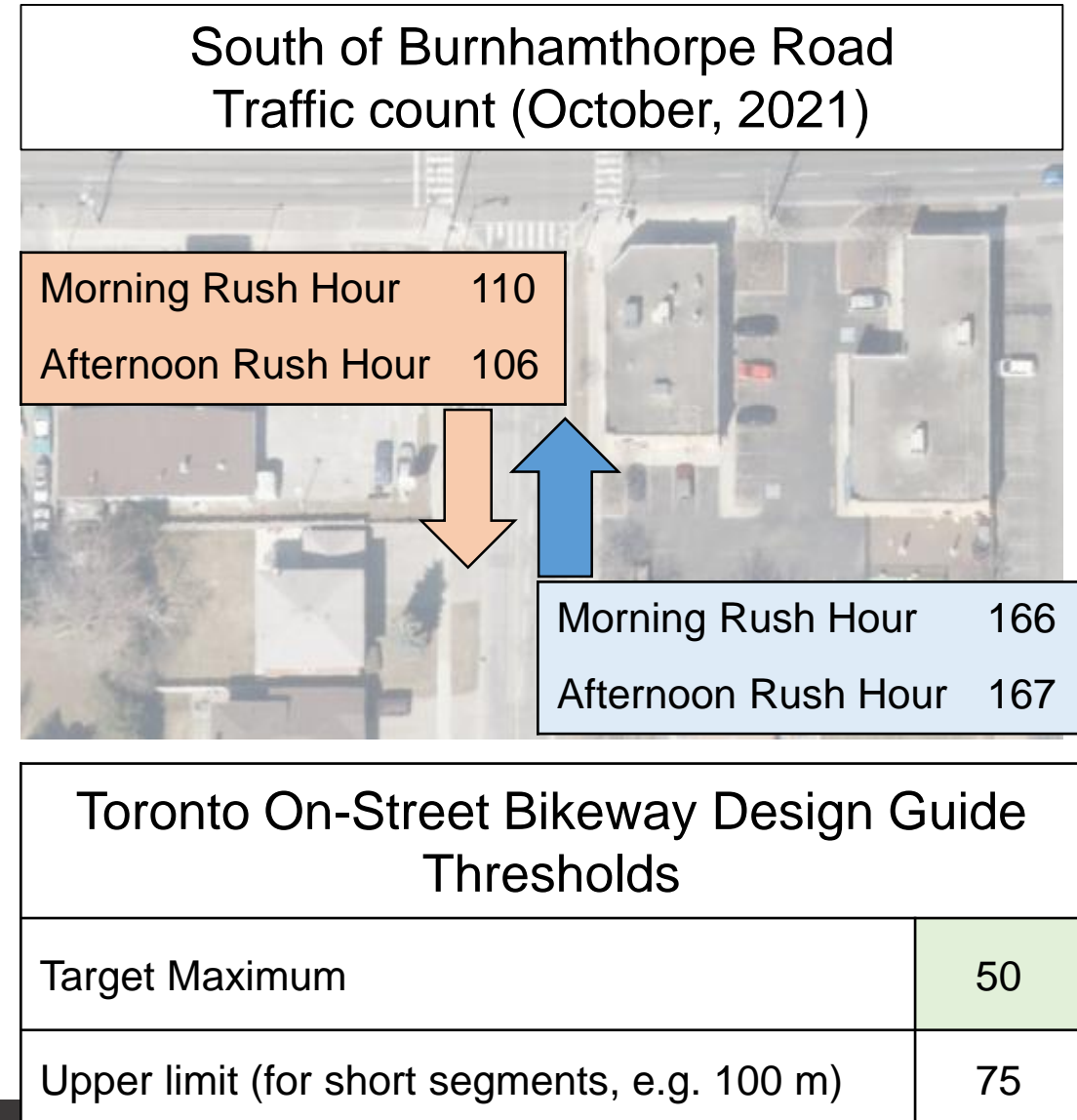


Existing condition of Martin Grove Road, looking north towards Burnhamthorpe

Design Proposal | Neighbourhood Bikeway - Traffic Diversion



- The City of Toronto's bikeway designs are guided by Transportation Association of Canada (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.
- Based on the volume of traffic, the **preferred bikeway type for Martin Grove Road south of Burhamthorpe Road is a Neighbourhood Bikeway.**
- The peak volumes on south of Burhamthorpe Road exceed Neighbourhood Bikeway thresholds, so **some volume reduction and additional traffic calming measures are recommended.**



Volume Reduction and Speed Management Options



Restrict Turns
Volume Reduction



Contraflow bike lane
Volume Reduction



Speed hump
Speed Management

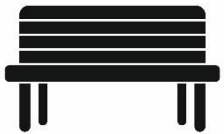
Volume Reduction Option # 1 | Turn Restrictions at Swan Avenue



Bicycle priority by improving comfort of people on bike.



Benefits residents, pedestrians and people on bike by reducing motor vehicle volumes and short cutting



Provide opportunities for landscaping, storm water management, and other community features such as benches and message boards



Turn Restrictions (Ottawa, ON)



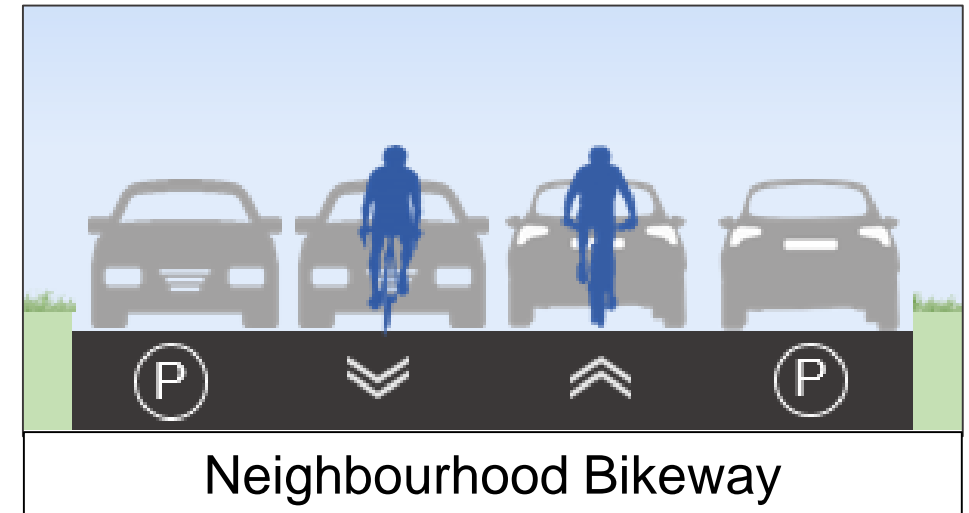
Sharrows added to provide wayfinding and identify presence of people on bike



No changes to on-street parking



Change in east-west traffic patterns on Swan Avenue



Volume Reduction Option # 1 | Turn Restrictions at Swan Avenue



No Left turn from West Swan Avenue and East Swan Avenue



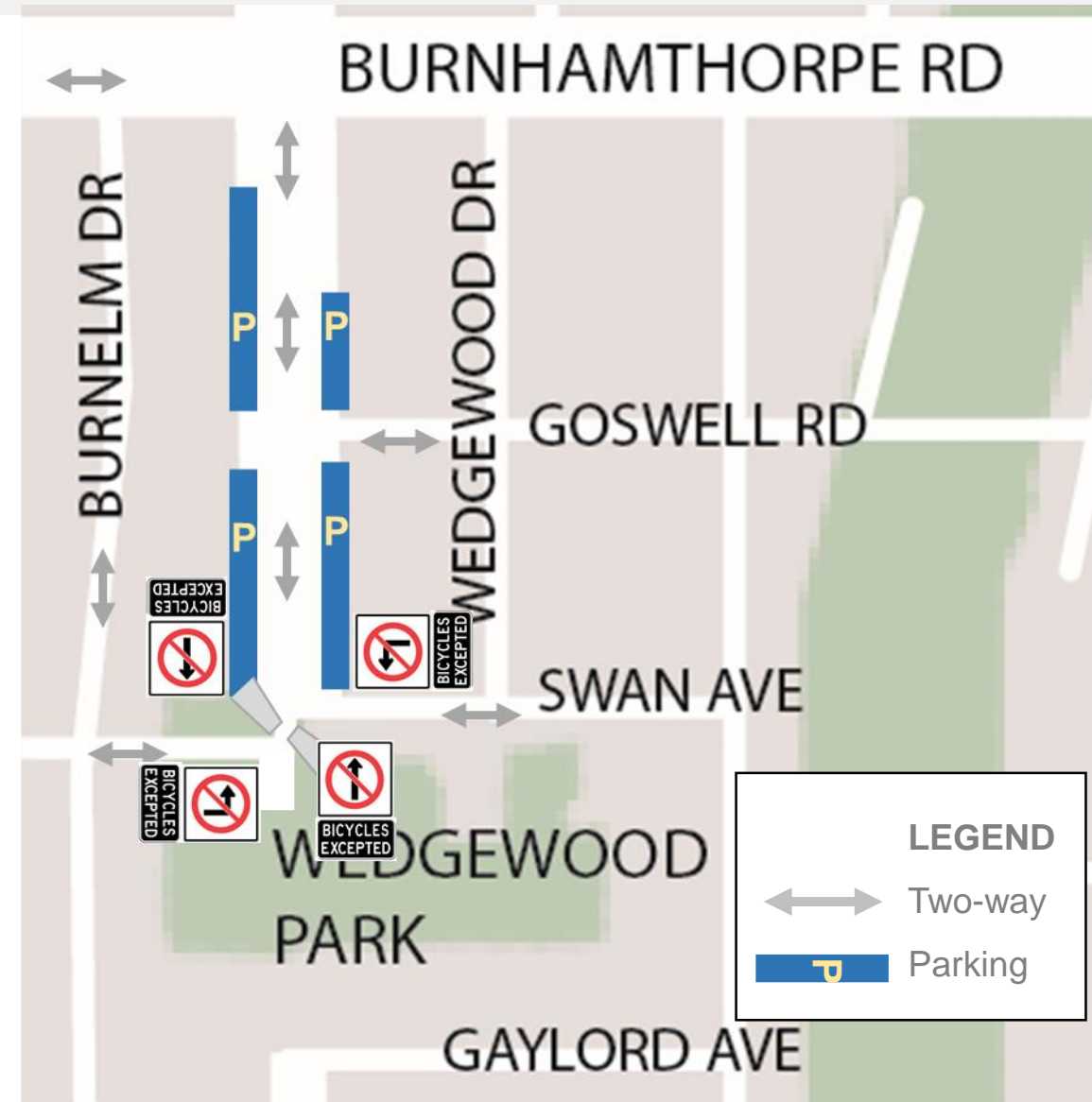
No Through movement from North Martin grove and South Wedgewood Park parking lot



Pedestrians and people cycling can still travel in all directions



No impacts to parking



Volume Reduction Option # 2 | Contraflow bike lane



Safer and less traffic street for people on bike.

Bicycle priority by improving comfort of people on bike



Benefits residents, pedestrians and people on bike by reducing traffic volumes



Contra flow lane (Shaw Street, Toronto)

Volume Reduction Option # 2 | Contraflow bike lane



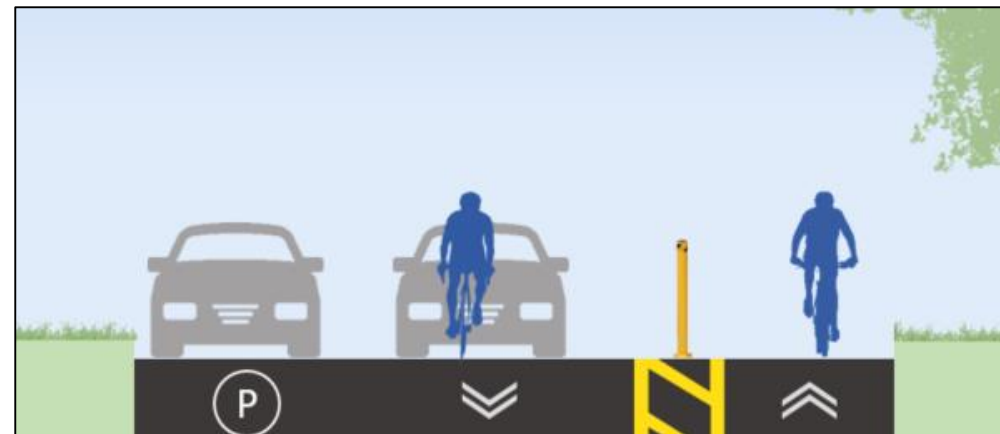
Sharrows added to provide wayfinding and identify presence of people on bike



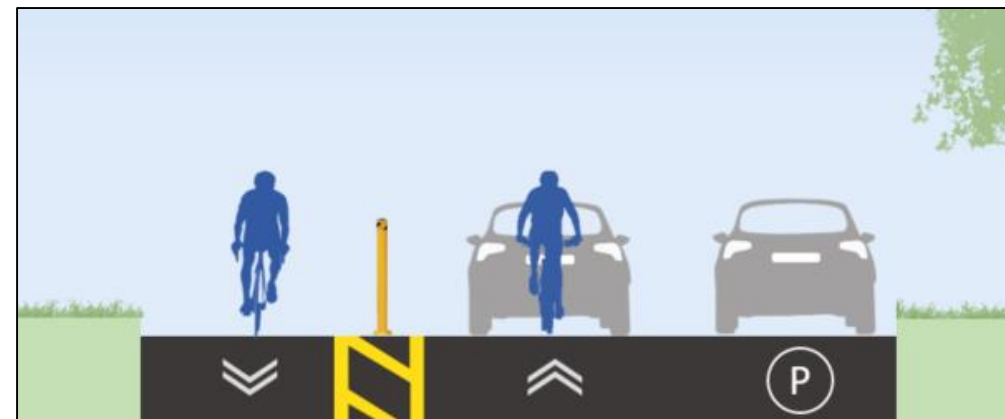
Changes to on-street parking



Change in North-South traffic patterns on Martin Grove Road



Burnhamthorpe Road to Goswell Road



Goswell Road to Swan Avenue

Volume Reduction Option # 2 | Contraflow bike lane



Through movement restrictions on Martin Grove Road near Goswell Road



Turn restriction on Goswell Road



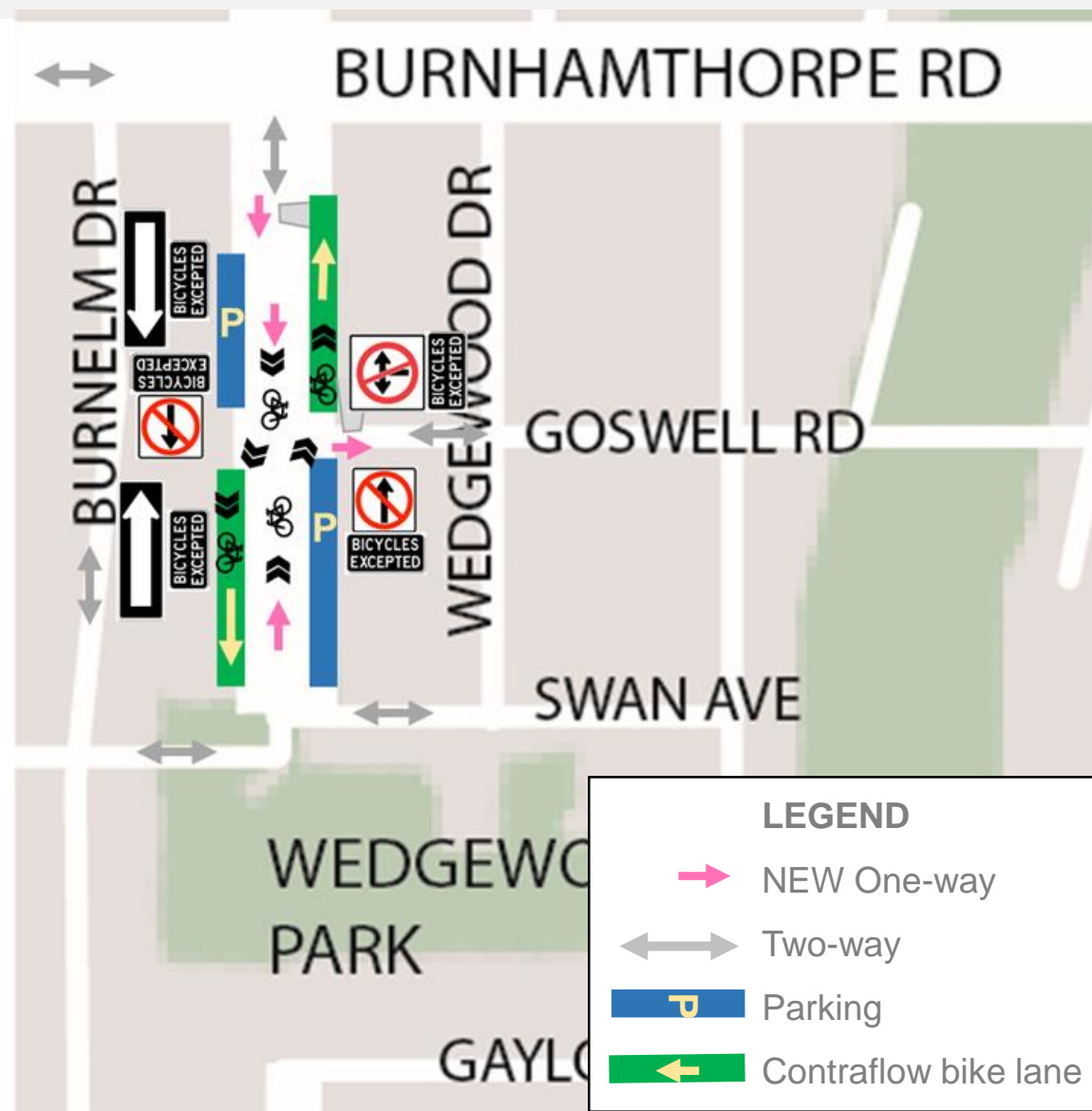
Contra-flow bike lanes with one-way traffic



Pedestrians and people cycling can still travel in all directions



Reduction of 15-22 parking spaces



Speed Management Option # 3 | Traffic Calming



Low volume reduction benefits



Slow down motorists to a safe speed



Designated bike lane route



Speed Hump (Shaw Street, Toronto)

Speed Management Option # 3 | Traffic Calming



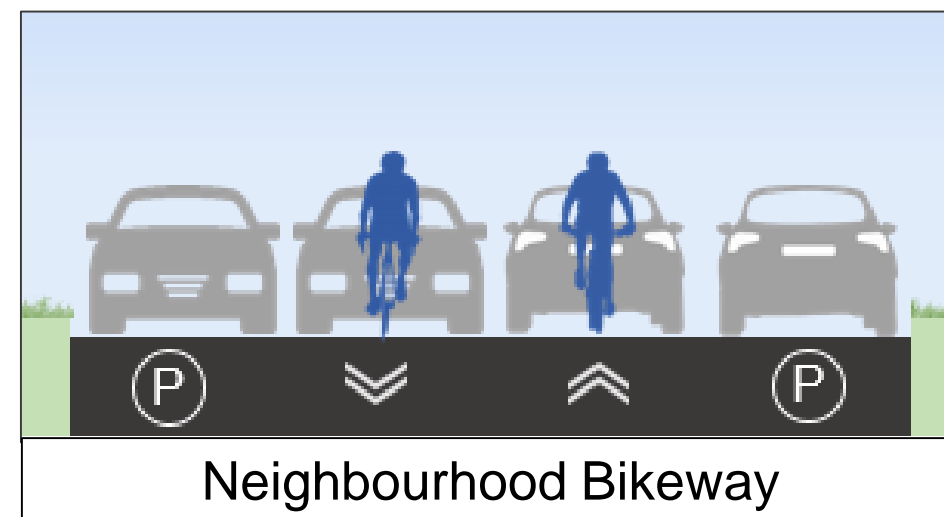
Sharrows added to provide wayfinding and identify presence of people on bike



No changes to on-street parking



No change in traffic patterns



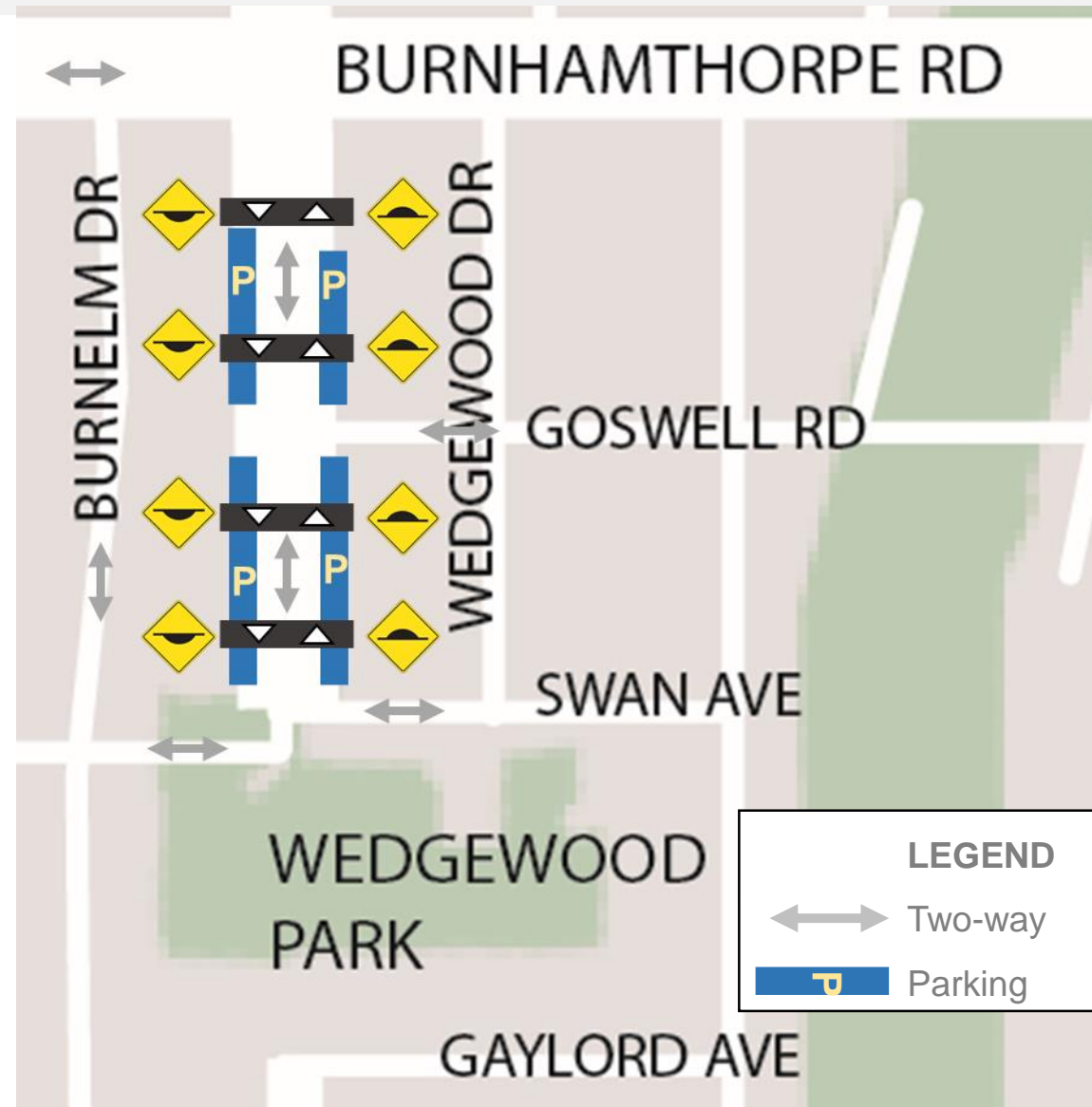
Speed Management Option # 3 | Traffic Calming



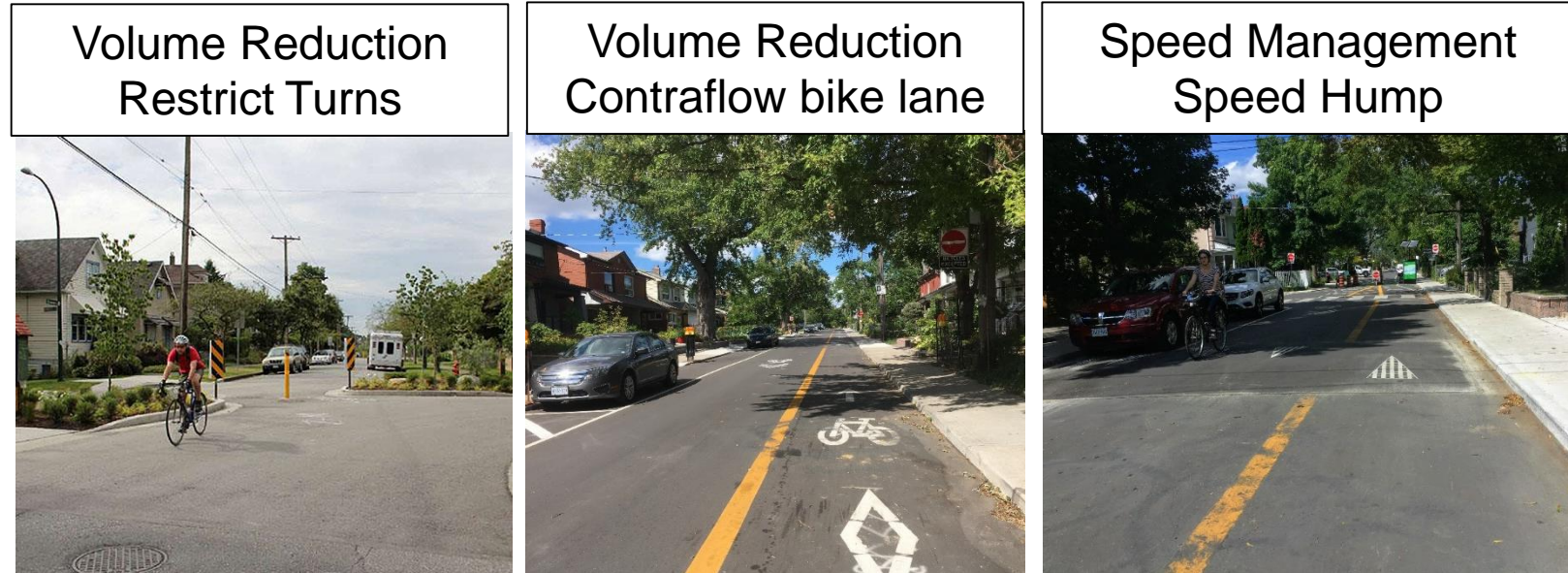
Introduce Speed hump between Swan Avenue and Burnhamthorpe Road



No impacts to parking



Options Review | Burnhamthorpe Road to Wedgewood Park



Bicycle priority by improving comfort of people on bike

Yes

Yes

Slow down motorists to a safe speed



Benefits residents, pedestrians and people on bike by reducing motor vehicle volumes and short cutting

Medium Reduction

High Reduction

Low Reduction



Provide opportunities for landscaping and other community features such as benches

Yes

Not Applicable

Not Applicable



Options Review | Burnhamthorpe Road to Wedgewood Park



Volume Reduction Restrict Turns	Volume Reduction Contraflow bike lane	Speed Management Speed Hump
Travel restricted on certain movements	Travel restricted on certain movements	No Impact
No Impact	15-22 parking space reduction	No Impact
Travel restricted on certain movements	Travel restricted on Martin Grove Road only	Not Applicable



Option 1 Restrict Turns



Option 2 Contraflow bike lane



Option 3 Speed Hump



Artist rendering of the proposed Improvements at Burnhamthorpe Road



Q & A

Burnhamthorpe Road to Swan Avenue

Wedgewood Park Connection

Existing Condition and Design Proposal

- Sidewalk currently connects north-south through Wedgewood Park, but cycling is not permitted



Wedgewood Park
Gaylord Avenue entrance

Design Proposal | Option 1 (Preferred) - West Connection



- New multi-use trail, aligned west of existing sidewalk bending to the west of existing parking lot at north end
- Two new transition area with unit pavers
- 3-5 Young tree removal at the bend (to be planted at new location)



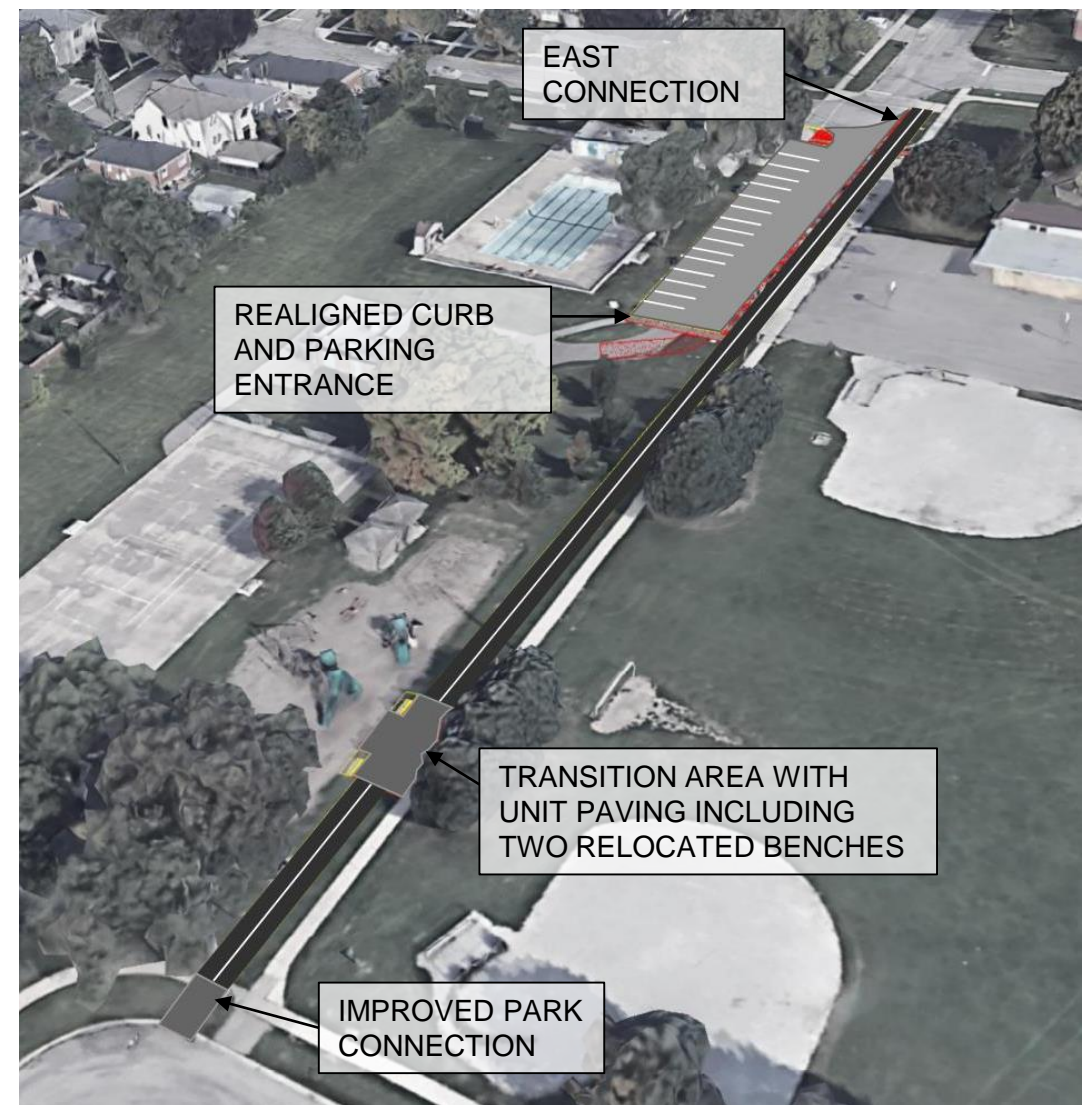
Design Proposal | Option 1 (Preferred) - West Connection



Design Proposal | Option 2 - East Connection



- New multi-use trail, aligned west of existing sidewalk staying straight along east side of parking lot
- Parking lot to be shifted west
- Two new transition area with unit pavers
- No tree removals anticipated



Design Proposal | Option 2 - East Connection



Design Proposals | Wedgewood Park Connection



	Option 1 - West side (Preferred)	Option 2 - East side
Benefits	<ul style="list-style-type: none">• Maintains existing parking lot configuration, reducing cost and complexity	<ul style="list-style-type: none">• No Tree removal• Provides most direct route for people cycling
Trade-Offs	<ul style="list-style-type: none">• Young Tree removal over the bend (to be planted at new location)• Slightly less direct route for people cycling	<ul style="list-style-type: none">• Requires reconfiguration of parking lot (additional costs)

Wedgeewood Park to Bloor Street West Design Proposal

Design proposal | Wedgewood Park to Bloor Street West



Sharrows added to provide wayfinding and identify presence of people on bike



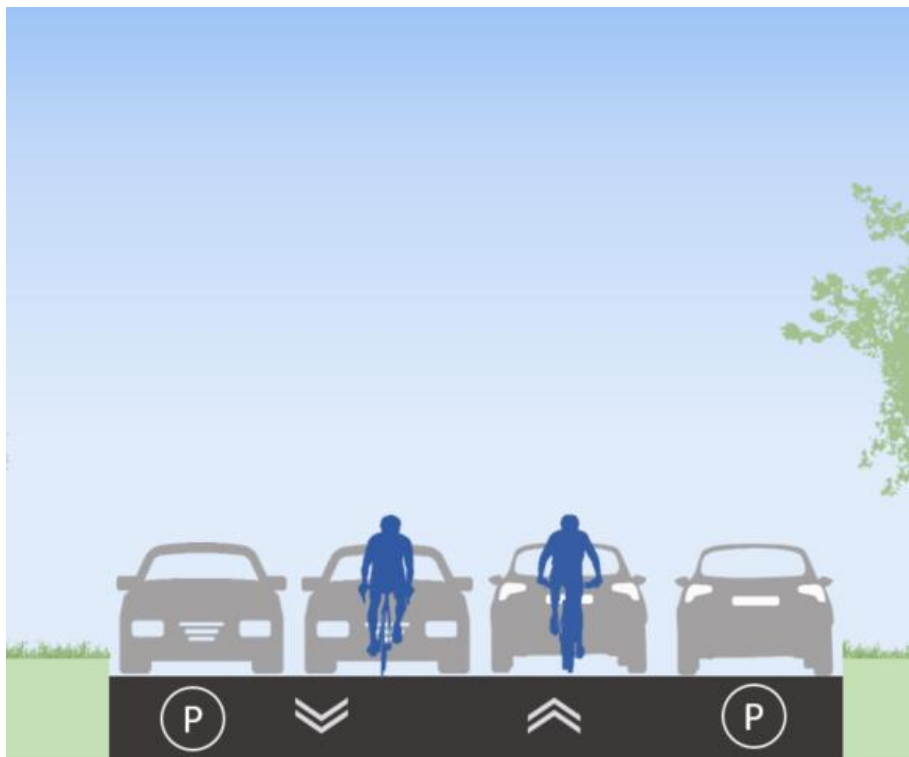
No changes to on-street parking



No changes to traffic patterns



Looking north at Bloor Street West intersection



Wedgewood Park to Mervyn Avenue



Mervyn Avenue to Bloor Street



Artist rendering of the proposed Improvements



Greenfield Park South of Bloor Street West

Q & A

Swan Ave to Bloor Street West

Martin Grove Road and Bloor Street West Intersection Existing Condition and Design Proposal

Existing Conditions| Bloor Street West



- People on bike wanting to continue south need to cross multiple lanes of traffic or dismount and cross as pedestrians
- Over the last 5 years, there were 12 collisions, Injury (One minor, One major) rear-end (Six), Turn related (Two), pedestrian collision (One)
- Majority of collisions occurred during clear and dry weather conditions

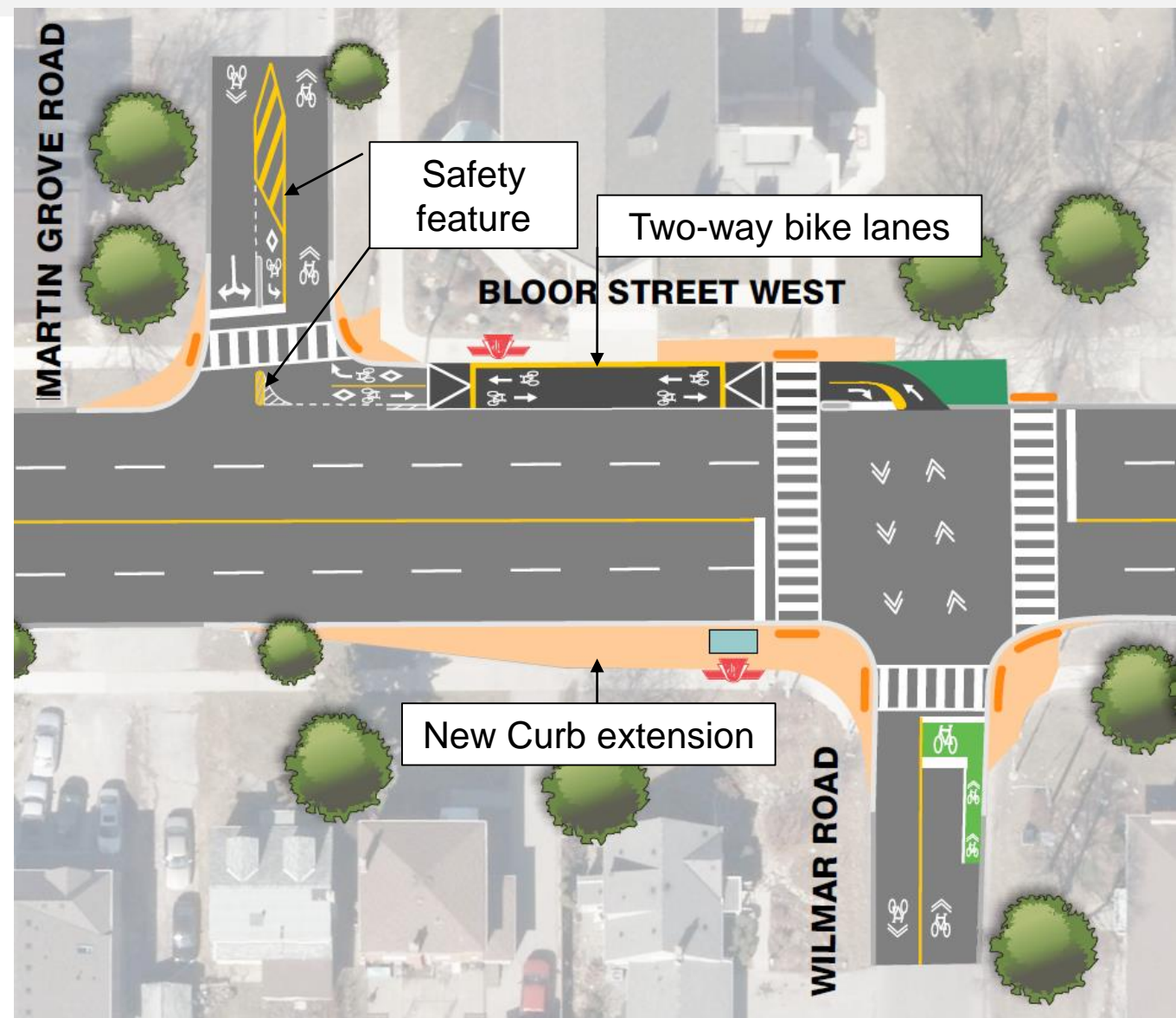


Existing conditions

Design Proposal | Bloor Street West



- No change to traffic lanes
- New two-way raised bikeway from Wilmar Road to Martin Grove Road
- Improved safety feature for southbound left turn people on bike
- New curb extension on SW corner
 - Reduce pedestrian crossing distance
 - Improved transit stop with shelter
- Reduce curb radii at all corners
- New tactile surface indicators



Design Proposal | Bloor Street West



Wilmar Road, Montesson Street, Acorn Avenue

Existing Condition and Design Proposal

New traffic light at Acorn Avenue / Dundas Street

- Provides North-South connection to bicycles only.
- Leads to Kipling TTC/GO

Low-volume local streets with no sidewalks

Wilmar Road and Acorn Avenue are posted 30km/h



Looking north at new traffic signal at Dundas/Acorn

Design Proposal | Wilmar, Montesson, Acorn



Sharrows added to provide wayfinding and identify presence of people on bike



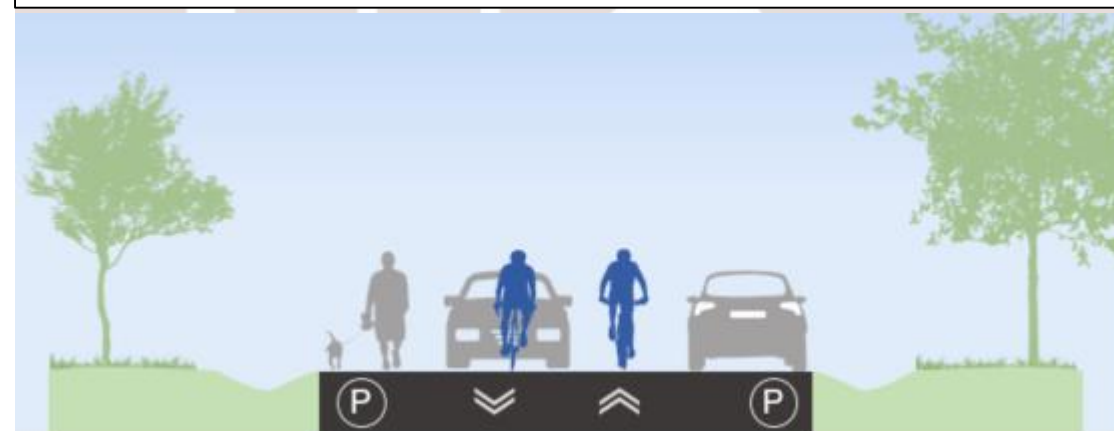
No changes to on-street parking



No changes to traffic patterns



Proposed neighbourhood bikeway route



Proposed sharrows on-street

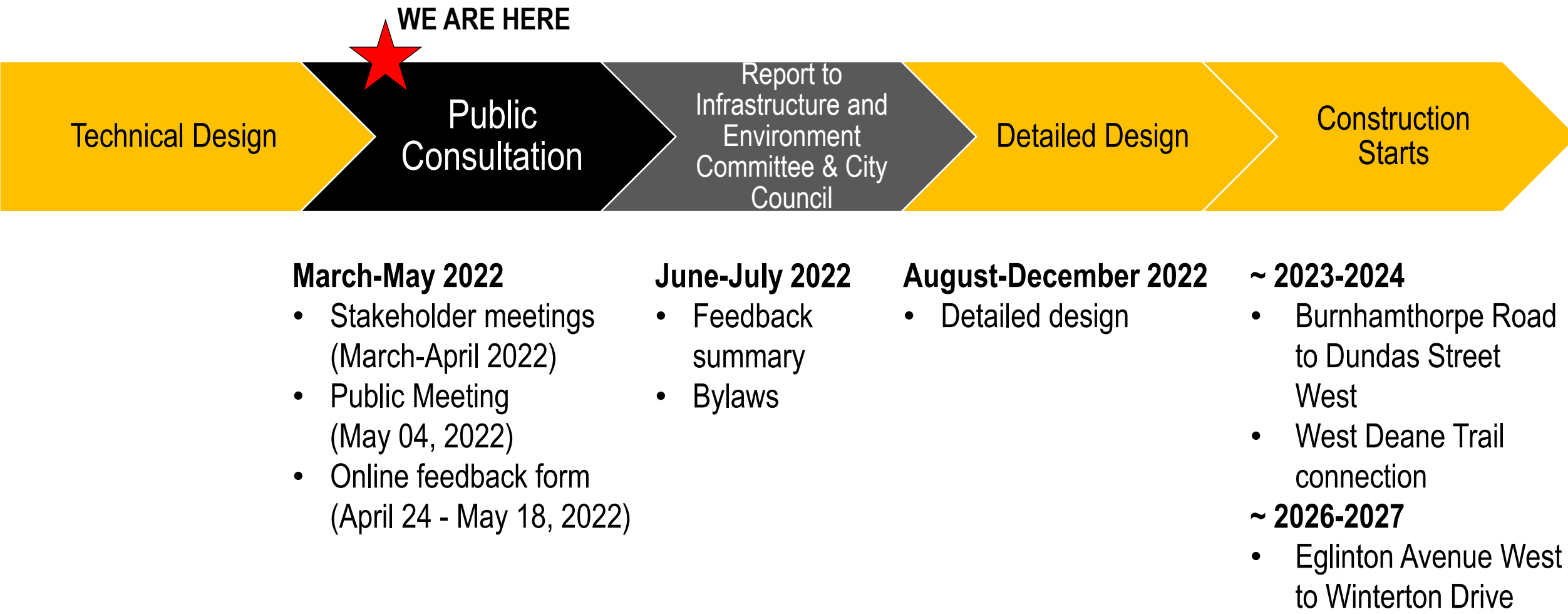


Q & A

Bloor Street West to Acorn Avenue

Next Steps

Project Timeline Overview



Next Steps

- **May 2022**
Public feedback online form
(Close on May 18, 2022)
- **June-July 2022** – Report to
Infrastructure and
Environment Committee and
City Council



CONTACT US

If you have any questions or please contact:

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[Toronto.ca/MartinGroveBikeway](https://toronto.ca/MartinGroveBikeway)