

# Huntingwood Drive Road Updates

**Date:** Wednesday, May 11, 2022

**Meeting Type:** WebEx

**Start time:** 6:00 pm **End Time:** 8:00 pm

## Project Overview

The City is inviting the local community to learn more and provide feedback on opportunities for cycling, pedestrian, motor vehicle operations, and road safety upgrades on Huntingwood Drive from Pharmacy Avenue to Kennedy Road.

## Meeting Objectives

- Receive feedback on the three options to upgrade the existing bicycle lanes to create a safe and beautiful cycling route
- Provide residents an opportunity to ask questions and share comments about the three bikeway options and improvements

## Meeting Overview

The meeting was facilitated by Tracy Manolakakis, Manager, Public Consultation Unit. A presentation was provided by Dave Dunn, Senior Project Manager, Transportation Services followed by an opportunity for participants to ask questions and hear responses from City staff.

## Questions & Comments

The following questions and answers were provided during the meeting. All questions have been categorized by topic.

Topic	Questions, Comments and Project Team Response
<b>Road Markings</b>	<p>Q: Would the bicycle track be able to be painted green to be distinguishable from the road markings?</p> <p>A: Typically the colour green is only used for conflict areas and not for the entirety of the cycle track. The issue with this choice of green pavement markings is the grip, it can more slippery especially when wet. This is why we choose to only use the colour green in conflict areas, such as, bus stops, and driveways with heavy traffic. The grit that goes into it does wear off, so it is not ideal along a whole section and it is more slippery. We'd also like to keep the same visual messaging that the green markings are only for conflict areas.</p>
<b>Operational Street Needs: Snow plowing, garbage removal operations, street sweeping,</b>	<p>Q: How will the City snow plow? How will this impact snow plowing on sidewalks?</p> <p>A: The City has a special snow clearing protocol for cycle tracks. There are plows that tend to the regular vehicle lanes and separate plows for cycling lanes. Snow plowing in this suburban area does have unique challenges due to the number of driveways, which means that there will be an increased number of windrows. Windrows are the piles of snow that accumulate at the buffer areas, street meeting points and on the inside of driveways. Cycle tracks will be snow plowed and we will continue to maintain plowing on sidewalks.</p>

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catch basin cleaning, etc.	Q: Which option is best for these services?
	A: Option 1 is not favourable in regards to these services, whereas, options 2 and 3 are more favourable from an operations perspective as they have similar concrete features that is separate from the street. Options 2 and 3, are more favourable for our Solid Waste Management and Winter Maintenance crews. These options allow us to adjust the width so that there is sufficient space for all of our servicing needs and emergency vehicles. Option 3 which features green infrastructure is new and the equipment needs will need to be reviewed.
	Q: How would the bicycle lanes affect street sweeping and catch basin cleaning?
	A: Both operations would continue with each option, but there may be more ease with options 2 or 3. In the past, street sweepers typically have had difficulty maneuvering around bollards, as featured in option 1. So, with either option, 2 or 3, the sweeping and effectiveness of the sweeping would be much easier.
	Q: In the past year the snow plowing of current bicycle lanes with bollards has been an issue. We were told that bicycle lanes were going to be plowed, which did not occur and we had snow banks on the bicycle track. In the end, we had to remove the bollards in order to be able to remove the snow banks. The community needs a guarantee that snow removal will occur. The design must prevent snow build-up and the additional snow banks cannot occur since these interfere with garbage pick-up. We need to make our designs snow removal and garbage pick-up friendly.
	A: Last year, we faced many winter issues with the heavy snow fall, not just on the Huntingwood bike lane and sidewalks but City-wide as there were piles of snow that accumulated. There are new winter service contracts and City Council has directed Transportation Services to review the emergency winter servicing process for heavy snow events. When looking at typical snow events, the snow plowing was better. The City is committed to continuing to improve these services and our snow emergency procedure.
	Q: How do the options deal with storm water drainage?
	A: Right now, all storm water has to travel to the sides where the existing curb is to reach the catch basins. With the green gutters and green infrastructure, there are cut-outs that allow water to go into the cut-outs. This is similar to where water goes into a catch basin. The water will then flow through the planting area and to the cut out on the inside of the bike lane that would channel the water that doesn't get absorbed into the planting area, which will then run to the catch basin. As for areas where there is concrete, the road is crested in the middle so that the water will flow to the side and then along the road, this is known as a running slope. These allows for the water to flow around those medians. Many times the breaks in the curb for driveways allow for water to flow to the existing curb and into the catch basin. There are some areas where the slope of the road doesn't allow the water to go around the medians, the road will then be re-graded to make sure everything runs

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	<p>in the right direction and if it can't there'll be the option to create breaks and allow the water to go through the curb and into the catch basin.</p> <p>Q: Solid Waste trucks run over the bollards and into the bicycle lanes to keep out of the traffic lanes. What will happen with the concrete barriers? How is this going to affect waste removal? Are they going to operate now from the traffic lane?</p> <p>A: Yes, that is where they will be collecting from. The vehicles are not supposed to be pulling into the bicycle track in order to do their pick-ups, damaging the bollards. This is a standard procedure across the city where there are bicycle lanes. In addition, emergency service, garbage and yard waste pick-up vehicles are able to straddle the concrete curb for options 2 and 3. Their wheels are high enough to go over the concrete barriers without damaging the undercarriage or the curb.</p>
<p><b>Lane Widths</b></p>	<p>Q: The lanes on the north side are so narrow it forces cyclists into the gutter. To pass someone, I have to go into the live lane of traffic. The other problem is that cars continue to park on the north side. I liked the previous remediation where there were two lanes going both ways. This previous arrangement was wide enough that it allowed cyclists to go around parked cars and gave cyclists more room to maneuver. Snow plowing wasn't an issue because when snowplows came by, it would give us at least a lane and half to work with. Is there a way to go back to that lane arrangement? I also think that a good compromise may be to put in rumble strips to separate bike lanes and the road. Is there a way to add a fourth option and go back to that previous arrangement?</p> <p>A: To clarify, you are referring to the configuration that had the painted out parking areas on the side, so it's always been two lanes with a painted white line, which people in the past used as a de facto bike lane. You are correct, if there is a parked car, you would have to ride out into the lane of traffic. As an experienced cyclist, it may not be a challenge, however, one of the goals of installing protected cycling facilities is that they encourage more people of all ages and abilities to ride. It is not about riding fast along the corridor but providing the most comfortable facility for the most number of people to encourage more people to cycle.</p> <p>You are right, the lane does get pinched and in order to accommodate parking on one side, the initial installation had no parking, except near Bridlewood Park, but in order to accommodate for parking on one side, it does cause a narrower bike lane and buffer area. This is more noticeable around the curved areas. We will be taking out some of that parking area to redistribute the space and most likely widen out the buffer area.</p> <p>As for rumble strips, these are a large safety hazard for cyclists, especially in the winter, if it's icy it can cause slips and falls. So, we do not consider the use of rumble strips adjacent to bike lanes as there are some liability issues with pursuing rumble strips.</p>

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	<p>Q: What is the width difference between the three options?</p>
	<p>A: The actual width of the lanes are not different. However, for option 3, which has the planting areas, this will be included in areas close to intersections but not in-between driveways, where spacing is very close. Some of the sections will require smaller buffer areas. The minimum width requirement for the green planting areas is about 0.8 metres. If the buffer is less than that, then the concrete would be used. There are elements for all options that may require alternate sections depending on the road space. For instance, although the bollards will be replaced by medians in Options 2 and 3, there are some areas of the bike lane that will still require the use of the bollards where there's not enough width to provide a curb of separation or to act as hazard markers. They are also required on top of the curbs to identify a physical separation for snow clearing purposes. There will be some elements of bollards in all options.</p> <p>Q: The bicycle lanes look really tight and I don't think I would be comfortable taking my kids on it. I don't see the benefit for the bike lane for kids and families. Is there a way to do both bike lanes on one side of the street and parking on the other side, this would allow for much wider bike lanes. I do understand that Huntingwood Drive is unique and was wondering if you had an example of a similar street where bike lanes have been implemented.</p> <p>A: The amount of road width that would be require for this design option would be about the same. We could join the unidirectional bike lanes to bidirectional lanes on one side. We do try to stay away from bidirectional lanes when there are a lot of crossing points. With the numerous driveways on Huntingwood Drive, this option creates a safety concern, since drivers must be aware of both directions when pulling out of driveways. There are usually done on streets with less conflict points but Huntingwood Drive has too many driveways along the corridor. It is also a challenge for traffic signals to accommodate for two-way traffic.</p> <p>A common theme is maximizing the bikeway width, I think we have the opportunities to look at the buffer width and how much is dedicated to the buffer versus the actual rideable space.</p> <p>We can share information on successful projects similar to this.</p>
<p><b>Sidewalks</b></p>	<p>Q: Will sidewalks be widened? If they are to be widened, will they be widened towards the residential properties or the road?</p> <p>A: Yes, it is a standard process to look at widening any of the sidewalks as part of a road rehabilitation work to a minimum of 1.8 metres or up to 2.1 metres. I am not sure which direction they choose to widen, but it certainly will be within the City's right of way and not on private property.</p> <p>Q: Could the cycle track be placed next to the sidewalk? This would allow us to gain space and be further from the road.</p>

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	<p>A: There are a lot of beautiful trees that are beside the sidewalks that would be impacted if the bikeway was put behind the curb or if the sidewalk became a trail. These changes would impact the beautiful tree canopy, is not something that is feasible without taking all of the trees down, which we do not support.</p>
<b>Visibility</b>	<p>Q: Does the vegetation in Option 3 present any visual obstacles?</p>
	<p>A: The vegetation shown is for illustration purposes only. The vegetation will be low so that it doesn't impact sight lines for persons pulling out of the driveway or cars making a turn. They will also be low maintenance. We are still early in the design process and specific types of vegetation have not been chosen.</p>
	<p>Q: Would the green vegetation in Option 3 affect the visibility of the road for drivers at night? How visible are these options and what is done to help create visibility?</p>
	<p>A: That is part of the objective of having the hazard bollards that indicate the start of the separators. However, it would not be different than when you're pulling onto a street and drivers identify the position of the curb. Typically, the hazard bollards are placed where there is a change of direction, where as a driver you would be changing direction and in locations where drivers are pulling into the street (i.e. side streets). The bollards will be placed in locations that will help turning cars identify where the curb is and pre-warmed drivers for road changes.</p>
	<p>The main difference between Options 2 and 3 is that the raised curb for Option 3 that divides the driving lane from the bike lane, similar to how sidewalks are divided from the road. This is a common condition on roads which feature a 100-150 mm or 36 inch curb. Drivers are much attuned to this form of separation and I think this raised vertical element of the concrete will be very visible and much clearer than the flat, painted lines that are currently on Huntingwood Drive. Option 2 and 3 is basically extending the sidewalk, rather than just having markings, and are able to direct people appropriately.</p>
	<p>Q: Can the curbs for Option 2 and 3 be painted a fluorescent colour to be reflective at night?</p>
	<p>A: This is an interesting idea that we can consider. One way to accomplish this is to paint a fluorescent line on the asphalt adjacent to the curb or by using cat-eyes, which are little square reflectors commonly used on highways. We will consider the idea, particularly in parts of Huntingwood Drive where there is a curb.</p>
<b>Future Extensions</b>	<p>Q: Is there is a timeline for the project to extend east to Brimley?</p>
	<p>A: We will have to look into this but as of now there is not planned work in the next three years in that section. We do have a capital planning cycle of about 10 years, so we can approximate when there will be potential road work in the eastern and western segments of Huntingwood Drive, outside the current limits.</p>

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<p><b>Short-term fixes</b></p>	<p>Q: Is there anything that can be done to address the issues this year. The bollards have been removed and many cars have been using the bike lanes causing confusion for everyone. There are no visible markings in parts of the road and many drivers are using these lanes to pass left turning cars causing dangerous situations, especially in front of sidewalks. This is an issue that needs to be dealt with this year as it can cause many accidents. I also want to see the cycle tracks widened as much as possible, and the roads narrowed as much as possible as this makes cars reduce their speed. As of now the speed limit is 50 km/hr but cars constantly speed to 60 or 70 km/hr.</p> <p>A: The space that we will be giving the bike lanes is dependent on the provision of parking or no parking. If there is no parking more space can be given to the bicycle lanes. We are focusing on areas where the lack of width is creating issues, such as curves, but can be expanded.</p> <p>Bollards that are currently in place will stay at the sections where there is parking. Transportation Services staff have been made aware that markings need to be refreshed so that they are clear and visible.</p>
<p><b>Speed Reduction</b></p>	<p>Q: What is required in terms for speed reduction on Huntingwood Drive?</p> <p>A: With the Vision Zero Road Safety Plan road speeds were decreased by 10 km/hr. I'm not sure if Huntingwood Drive was included in that motion passed by City Council.</p> <p>Councillor Mantas will check with staff to see what the recommendation is for Huntingwood Drive.</p>
<p><b>Parking</b></p>	<p>Q: Why must we have parking near Bridlewood Park? It creates a dangerous situation as the road is too narrow for the current speed limits.</p> <p>A: Bridlewood Park is a very popular park and wonderful community asset. When bike lanes were first installed, we observed that there was parking demand for people accessing the park. We have many corridors where we have protected bike lanes and parking in a similar arrangement. Hearing concerns about the need to reduce vehicle speeds, on-street parking can help with that.</p>
<p><b>Buffer area</b></p>	<p>Q: Concerned about car doors opening into bicycle lanes and people getting in and out of the cars. It was dangerous with the bollards since there was no buffer to open car doors.</p> <p>A: The buffer area accounts for the door to swing open and prevent the door from going into the bike lane area. People exiting their vehicle must step into either the concrete median (Option 2 or 3) or painted buffer area (Option 1).</p>

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<p><b>Is it necessary?</b></p>	<p>Q: Do we have to do this along Huntingwood Drive? Can we not connect bike lanes via waterways that are running through to connect the parks? This is more of a recreational trail rather than a commuting trail. Why not use part of the golf course that won't impede anybody?</p>
	<p>A: The Huntingwood bike lanes is multi-purpose and not just for commuters. We are looking to service the different needs of people who want to get to different places. What is unique with Huntingwood Dr. is that it is one of the only east-west streets that connect a lot of neighborhood destinations, homes and side streets. We can't accomplish that by cutting through a park or golf course. Also, the golf course is heavily treed and has changing topography that would prove challenging. We are always looking at other opportunities within the network and Councillor Mantas has been a big supporter of looking at the hydro corridors. Huntingwood Drive is a central part of the network.</p>
<p><b>Turning Traffic</b></p>	<p>Q: The new design of the bike lanes make it more difficult to turn into my drive way. I now have to go out of my way to make this turn.</p>
	<p>A: This is a very specific issue and we will be happy to address this directly with you as we work on the detailed design.</p>
	<p>Q: How is left-turn traffic being taken care of in the design?</p>
	<p>A: There will be a similar situation in all three options where drivers have to be patient when making left hand turns. Prior to our installation, there was just one lane each direction with a parking lane. In the past, cars could turn into the parking lane to get around, but as previously mentioned that this comes with a safety concern. The lack of a physical barrier allow cars to go into the bike lane creating a safety issue. In this case we are prioritizing road safety.</p>

The following questions and comments were submitted during the meeting and are recorded for follow-up by the project team. Questions and comments have been themed.

**Data**

- Do we know if the collisions mentioned in the presentation are at intersections or mid roadway?
- "Travel times have reduced". Does this mean speed has increased? Isn't that bad?
- Given that the first column is pre-COVID it's no wonder that the numbers were lowered. Not anything to do with the bike lanes themselves

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## Operational Street Needs

- Are you aware that there has been periodic road flooding on Huntingwood at Harfleur Rd?
- What can be modified to ensure that the snow clearing does not degrade (i.e.) the 10 foot gap between the end of driveway to end of road plowing? How will the bike lane be plowed?
- Those windrows will also be a problems for attempting parking as well if they're loaded with snow.
- Sounds really expensive to service bike lanes in winter.
- Cyclists do not use the cycle lanes in winter. Why cannot the lane be used for right turning lanes (e.g., Huntingwood/Warden southbound), to improve commuter traffic?
- I don't see any right turn lanes being proposed in any of these designs in a major intersection.
- Please also explain how snow removal including snow bank removal will be handled for each bike lane option.
- Sounds really expensive to service bike lanes in winter
- Can we limit through traffic during rush hour in the same way as Old Sheppard?

## Parking

- Why do you need parking on Huntingwood Drive at all?

## Sidewalks

- Are you going to fix the sidewalks? I have a city tree that is pushing up the walkway and creating a lake/ice rink in winter that is a city liability from falls.

## Design

- Green might be confusing against grassy areas. Better when it's nothing but road and concrete where I've seen it used.
- The maintenance is important. Lots of gravel and glass are in some areas, which cause a hazard
- Can we make Huntingwood Drive a one-way between Pharmacy Avenue and Warden Avenue?

## Other

- Cyclists are out a few months a year. And drivers use the streets 12 months of the year. Parking spots in the middle of the street are dangerous for cyclists, passing cars & pedestrians having to walk out far into the street to cross the street from park.
- What is a similar residential street in Toronto with parking that looks and works well? Are we an experiment?

**Total Participants: 48**





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## Project Team and Panelist

Dave Dunn, Cycling and Pedestrian Projects

Becky Katz, Cycling and Pedestrian Projects

Tracy Manolakakis, Public Consultation Unit

Michele Blackwood, Public Consultation Unit

Daniela Castellanos Forero, Public Consultation Unit

Councillor Nick Mantas, Scarborough-Agincourt

Joanne Fusillo Ademaj, Chief of Staff – Councillor Mantas