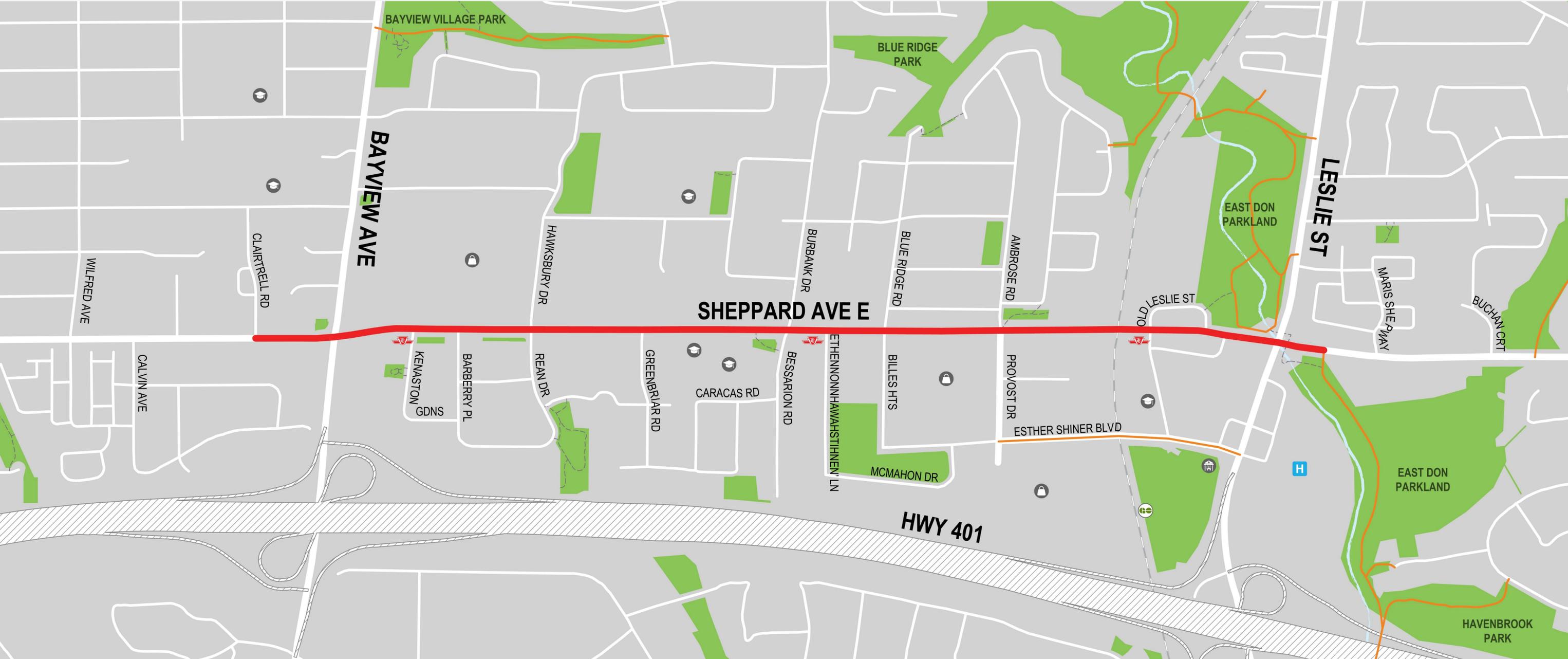




Artist's rendering: Sheppard Avenue East and Rean Drive looking west

SHEPPARD AVENUE EAST COMPLETE STREET Public Drop-In Event March 28, 2023

Project Overview | Corridor Limits



LEGEND:

-  PROJECT CORRIDOR
-  HWY (BIKES PROHIBITED)
-  PARKS
-  SUBWAY STATION
-  HOSPITAL
-  EXISTING CYCLING NETWORK
-  RAILROAD
-  RIVERS
-  SCHOOL
-  SHOPPING DESTINATIONS
-  TRAILS
-  FIRE STATION
-  GO TRASIT STATION

NORTH



ReNew Sheppard & Sheppard Avenue East Complete Street

City Projects:

ReNew Sheppard East Planning Study

City Planning is developing a vision and plan to guide growth and future development between Bayview Avenue and Leslie Street.

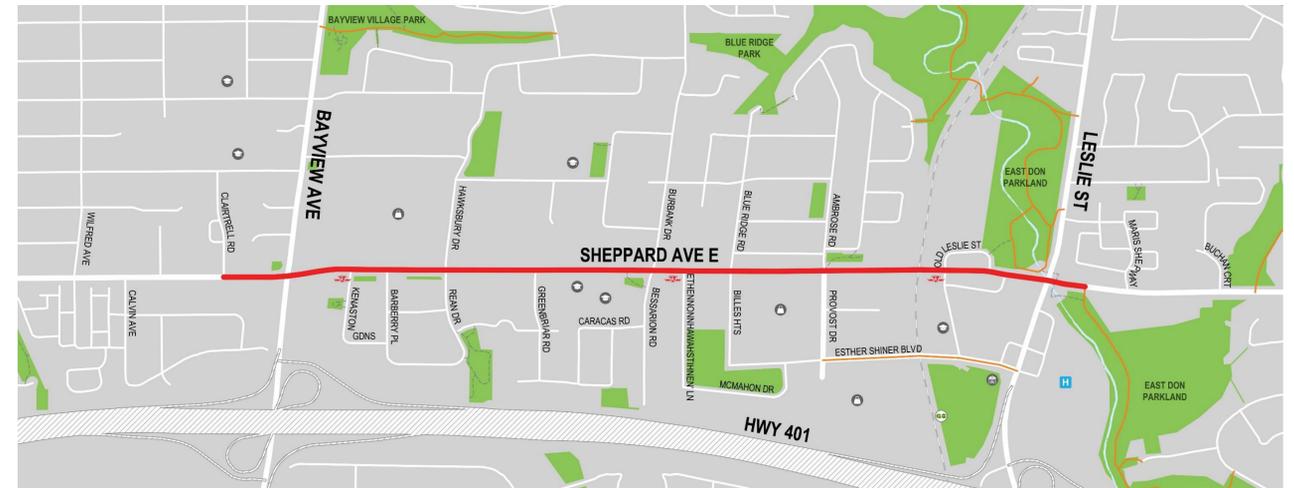


For further information:
toronto.ca/ReNewSheppardEastStudy

TODAY'S FOCUS

Sheppard Avenue East Complete Street

Transportation Services is currently undertaking a state of good repair road reconstruction project.



For further information:
toronto.ca/SheppardAvenueEast

Project Overview | Why Now?

- Sheppard Avenue East provides a **vital connection and destination** between Bayview Avenue and Leslie Street.
- The City of Toronto is planning a reconstruction for the state of good repair on Sheppard Avenue East in the coming years due to the very poor condition of the road. This project provides a **once in a lifetime opportunity to redesign the street for safety and public realm improvements**.
- Development intensification is resulting in **multi-modal demands**.
- This is the **most cost-effective opportunity to make improvements**.



During road reconstruction, all elements of the road are rebuilt.

Project Overview | Goals



Improve safety for all users, especially for children and older adults



Better manage local traffic operations for people who drive and take surface transit including for deliveries, shopping and commuting



Better manage access to Highway 401 for longer distance trips



Enhance the walking and cycling experience



Increase the number of trees and planted areas

Project Overview | Design and Process

Review Existing Conditions and Preliminary Input

2021-2022



Reviewed existing conditions and constraints (i.e. utilities, geotechnical report) and received initial feedback to inform preliminary recommendations for the street design (Consultation #1).

Willowdale Avenue & Sheppard Avenue East Road Resurfacing Council Approval

2022



The Willowdale extension was installed in 2022. The resurfacing construction from Bonnington Place to Clairtrell Road is planned for the summer/Fall 2023.

Develop & Refine Road Reconstruction Design

2022-2023



Develop and refine the design based on public and stakeholder input (Consultation #2) and on-going traffic and safety analysis.

Road Reconstruction

2024-2025



Implement the reconstruction design. On-going monitoring of the project.

What is a Complete Street?

- Considers all ages and abilities
- Integrates all modes of travel
- Ensures critical mobility and access functions are met
- Responds to local context



*City of Vancouver Complete Streets Policy Framework

Why a Complete Street? | Vision Zero

Vision Zero is an action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets.

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.

Why a Complete Street? | Walking Strategy & TransformTO

Toronto's Walking Strategy was adopted by Toronto City Council in 2009 and includes three priorities:

Universal Accessibility

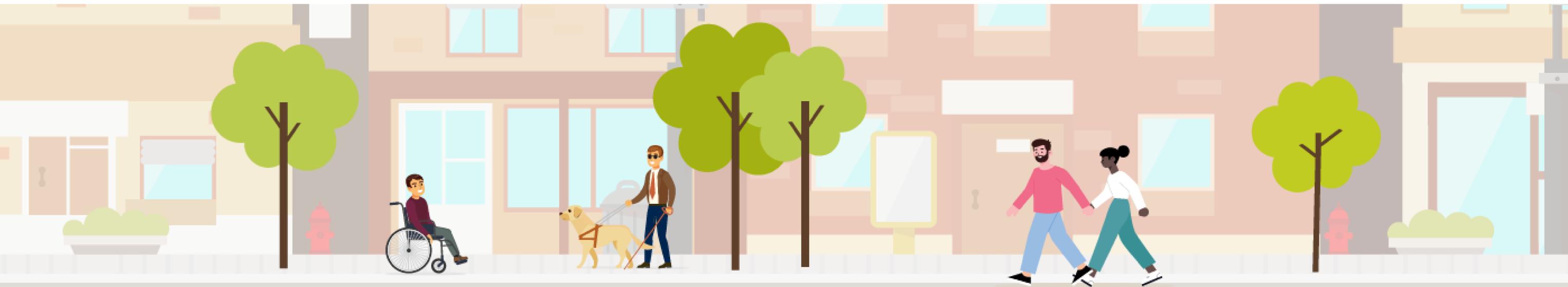
All public and private places and spaces should be barrier-free.

Safety

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

Design Excellence

High-quality design creates a positive experience for everyone.



TransformTO sets an ambitious goal that active transportation (cycling and walking) account for **75% of trips under 5 km citywide by 2050.**

Why a Complete Street? | Cycling Network Plan

Sheppard Avenue East is part of the Cycling Network Plan, which seeks to build on the existing network of cycling routes with the following goals:



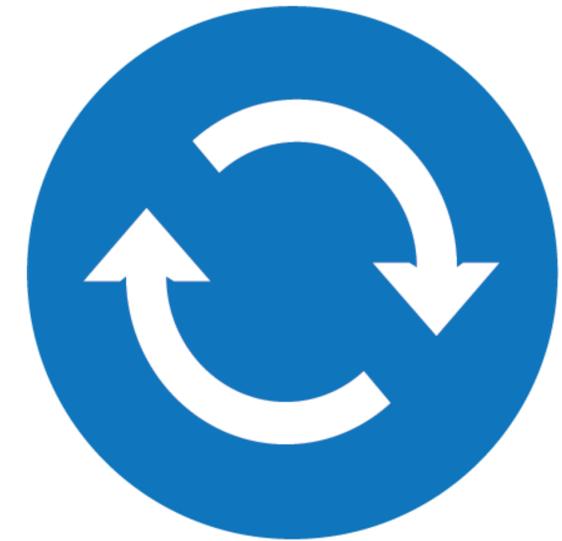
Connect

gaps in the network, and people to places



Grow

the cycling network into new parts of the city



Renew

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

Existing Conditions | Cycling Connections



LEGEND:

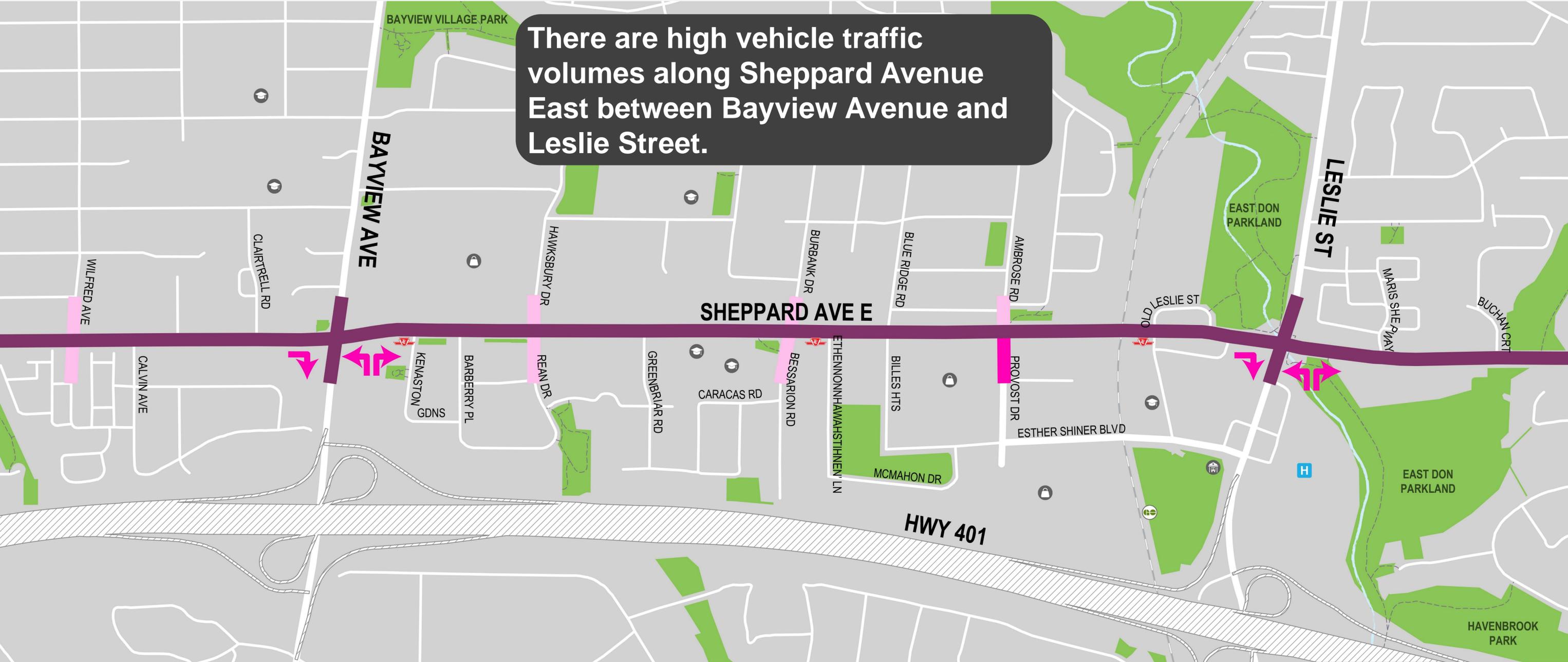
- PROJECT CORRIDOR
- EXISTING CYCLING NETWORK
- FUTURE CYCLING NETWORK
- RAILROAD
- APPROVED FOR FUTURE IMPLEMENTATION
- PARKS
- RIVERS
- HWY (BIKES PROHIBITED)

NORTH



Existing Conditions | Vehicular Volumes

There are high vehicle traffic volumes along Sheppard Avenue East between Bayview Avenue and Leslie Street.



TOTAL TRAFFIC VOLUMES*

7,500 – 22,000

2,501 - 5,000

0 - 2,500

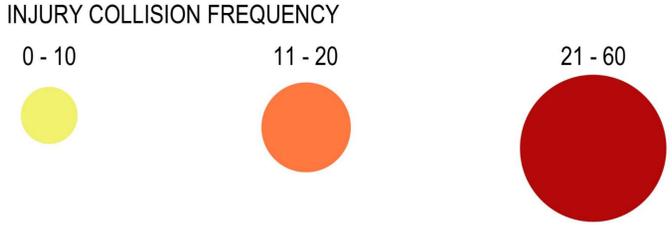


HIGH VOLUME TURNING MOVEMENT (2,500+)



*Annual Average Daily Traffic (AADT)

Existing Conditions | Collisions



749 collisions, including 192 with injuries, occurred on Sheppard Avenue East between Bayview Avenue and Leslie Street between 2015 and 2020.

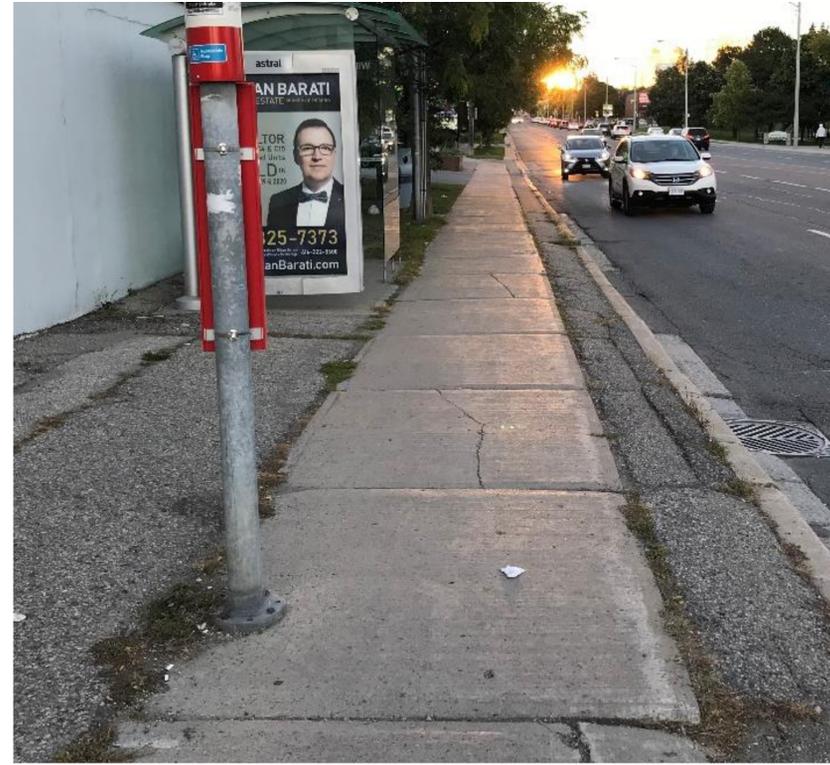


Existing Conditions | Safety for Vulnerable Road Users

The existing conditions along Sheppard Avenue East from Bayview Avenue to Leslie Street are unsafe for vulnerable road users, including pedestrians, people cycling, seniors, children and people with mobility or accessibility needs.



- People cycling and driving must mix at intersections, which creates conflicts
- Very long pedestrian crossings are not ideal for seniors or children

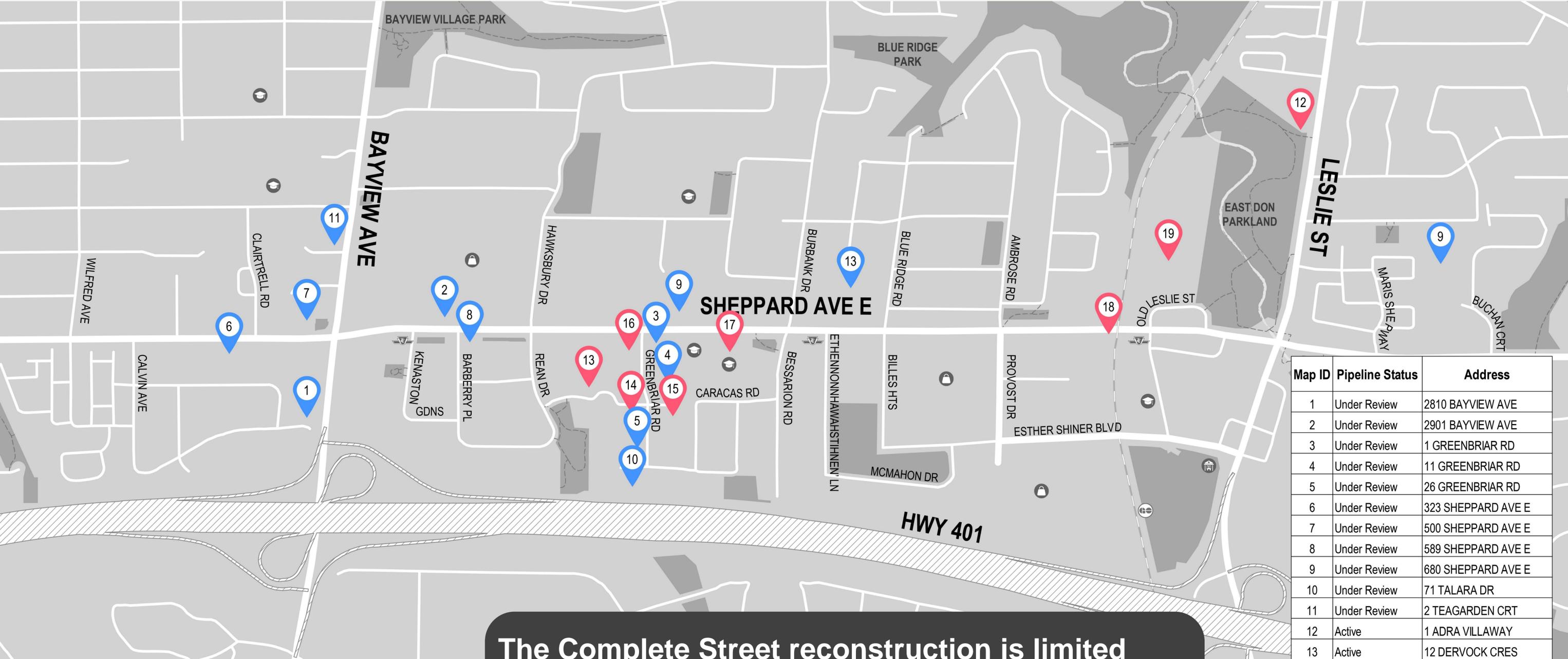


- Narrow sidewalks can create conflicts for people walking and waiting for transit
- Asphalt in disrepair creates hazards for people walking



- Most traffic signals are not accessible for people with low or no vision
- Existing traffic signals are not up to City standards

Existing Conditions | Development Applications



Map ID	Pipeline Status	Address
1	Under Review	2810 BAYVIEW AVE
2	Under Review	2901 BAYVIEW AVE
3	Under Review	1 GREENBRIAR RD
4	Under Review	11 GREENBRIAR RD
5	Under Review	26 GREENBRIAR RD
6	Under Review	323 SHEPPARD AVE E
7	Under Review	500 SHEPPARD AVE E
8	Under Review	589 SHEPPARD AVE E
9	Under Review	680 SHEPPARD AVE E
10	Under Review	71 TALARA DR
11	Under Review	2 TEAGARDEN CRT
12	Active	1 ADRA VILLAWAY
13	Active	12 DERVOCK CRES
14	Active	14 GREENBRIAR RD
15	Active	15 GREENBRIAR RD
16	Active	627 SHEPPARD AVE E
17	Active	699 SHEPPARD AVE E
18	Active	1181 SHEPPARD AVE E
19	Active	1200 SHEPPARD AVE E

The Complete Street reconstruction is limited within the right-of-way. Coordination with developers is on-going to achieve a continuous bikeway and pedestrian clearway.

LEGEND:

UNDER REVIEW

ACTIVE



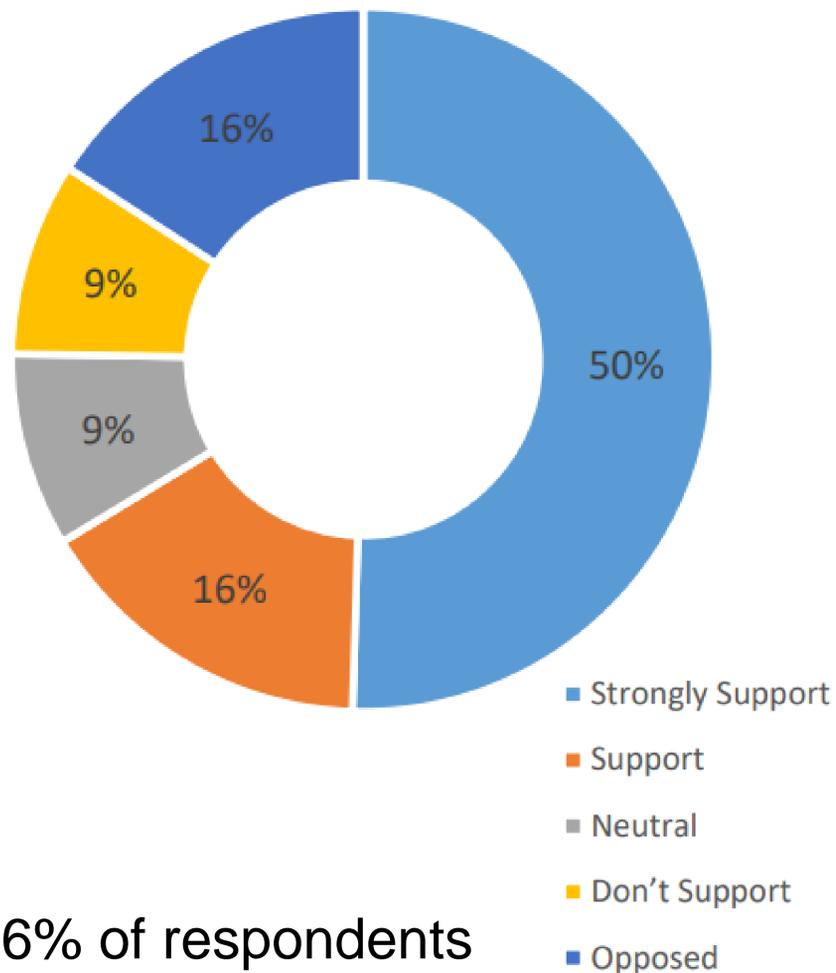
Public Feedback Summary from Phase 1

Feedback collected from the first phase of consultation activities was used to inform the proposed design for the Sheppard Avenue Complete Street project. The most frequently heard comments for Sheppard Avenue East between Bayview Avenue and Leslie Street relate to road safety.

Consultation Activities:

- 160 people attended and provided feedback during the Virtual Public Meeting #1 in December 2021
- 31 emails and phone calls were received
- 491 comments were collected through the online feedback form

Overall level of support for the project:



66% of respondents support or strongly support the Complete Street project on Sheppard Avenue East

What we heard:

Safety:

- Safety measures will encourage more people to cycle
- Include traffic calming measures
- Improve pedestrian safety
- Improve intersection safety

Mobility:

- Increase cycling connections
- Do not reduce vehicle lanes
- Consider development and traffic impacts
- Increase access to local shops

Other:

- Plant more trees

Key Design Features



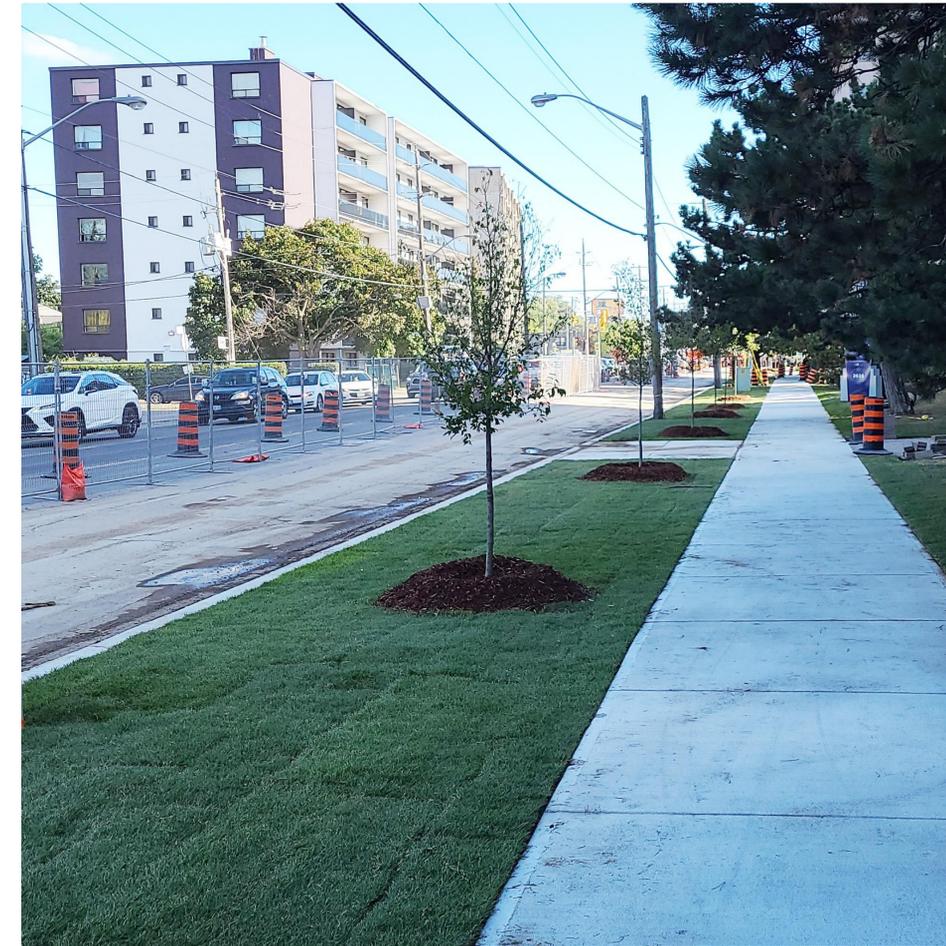
Streetscape

All features that compose a street, including the road, sidewalks, street furniture, trees and open spaces, that combine to form the street's character.



Median

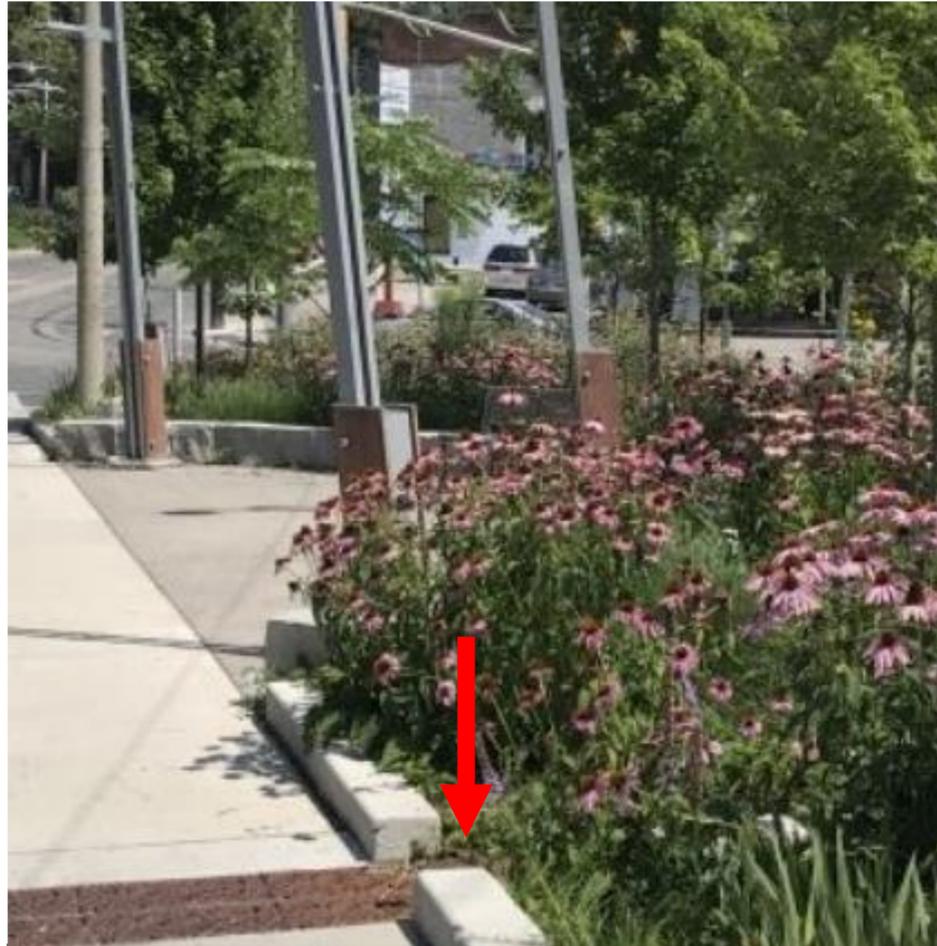
The strip of land between the lanes of opposing traffic on a divided roadway.



Boulevard

The part of a street that is not used for vehicle travel, and is between the roadway and the sidewalk.

Key Design Features



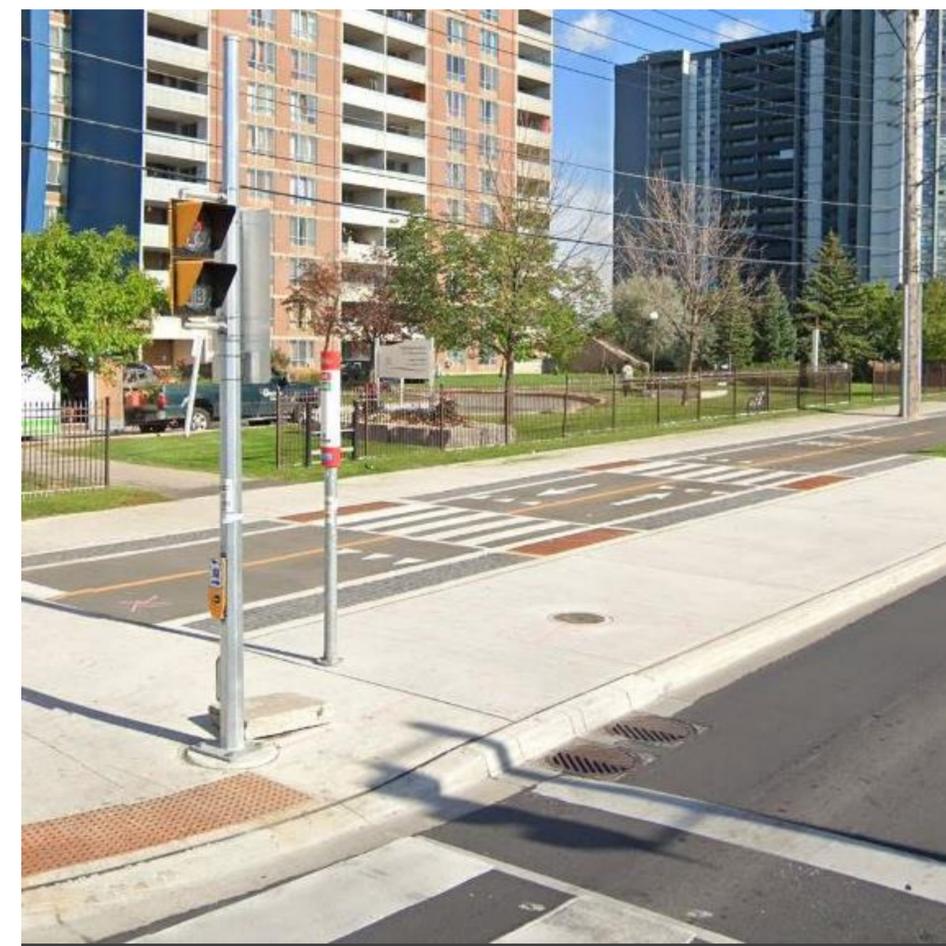
Green Infrastructure

Green infrastructure allows for runoff water from the street to be naturally filtered and slowed down before entering the sewer system.



Integrated Bus Stop

Shared cycle track stops, where bikeways rise and run along the boarding area, are important in constrained areas.



Island Bus Stop

These transit stops are dedicated boarding areas for passengers that eliminate bike-transit conflicts, streamline service and improve accessibility.

Key Design Features



Truck Aprons

These allow large vehicles to navigate the curb without striking fixed objects or other road users, while creating slower turns for smaller vehicles.



Raised Crossings

These raised areas at intersections improve the visibility of people crossing and increase awareness of drivers' speeds.



Left Turn Calming

Speed bumps encourage drivers to approach the crosswalk at a sharper angle, resulting in slower turning speeds and better visibility.

Key Design Features



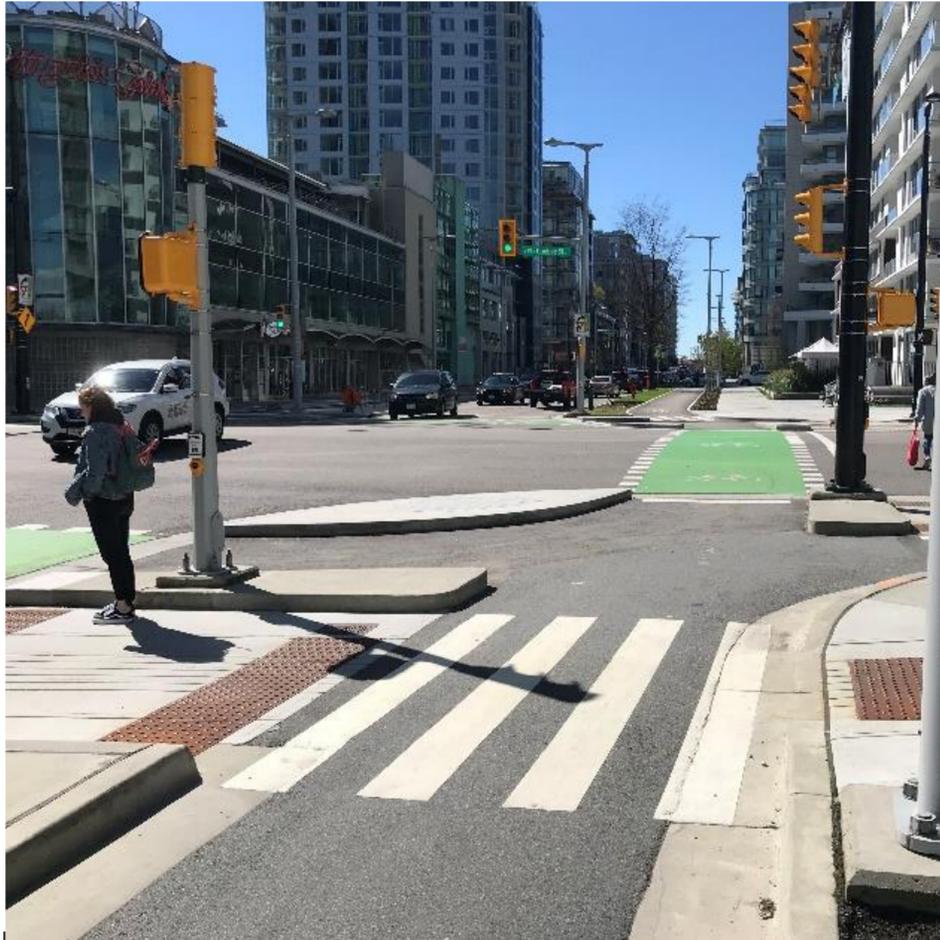
Curb Radii Reduction

Reduced curb radii reduce pedestrian crossing distances and encourage lower motor vehicle speeds



Raised Cycle Track

Vertically separated from motor vehicle traffic, and may be at the level of the adjacent sidewalk or combined with a parking lane or other barrier from the roadway.

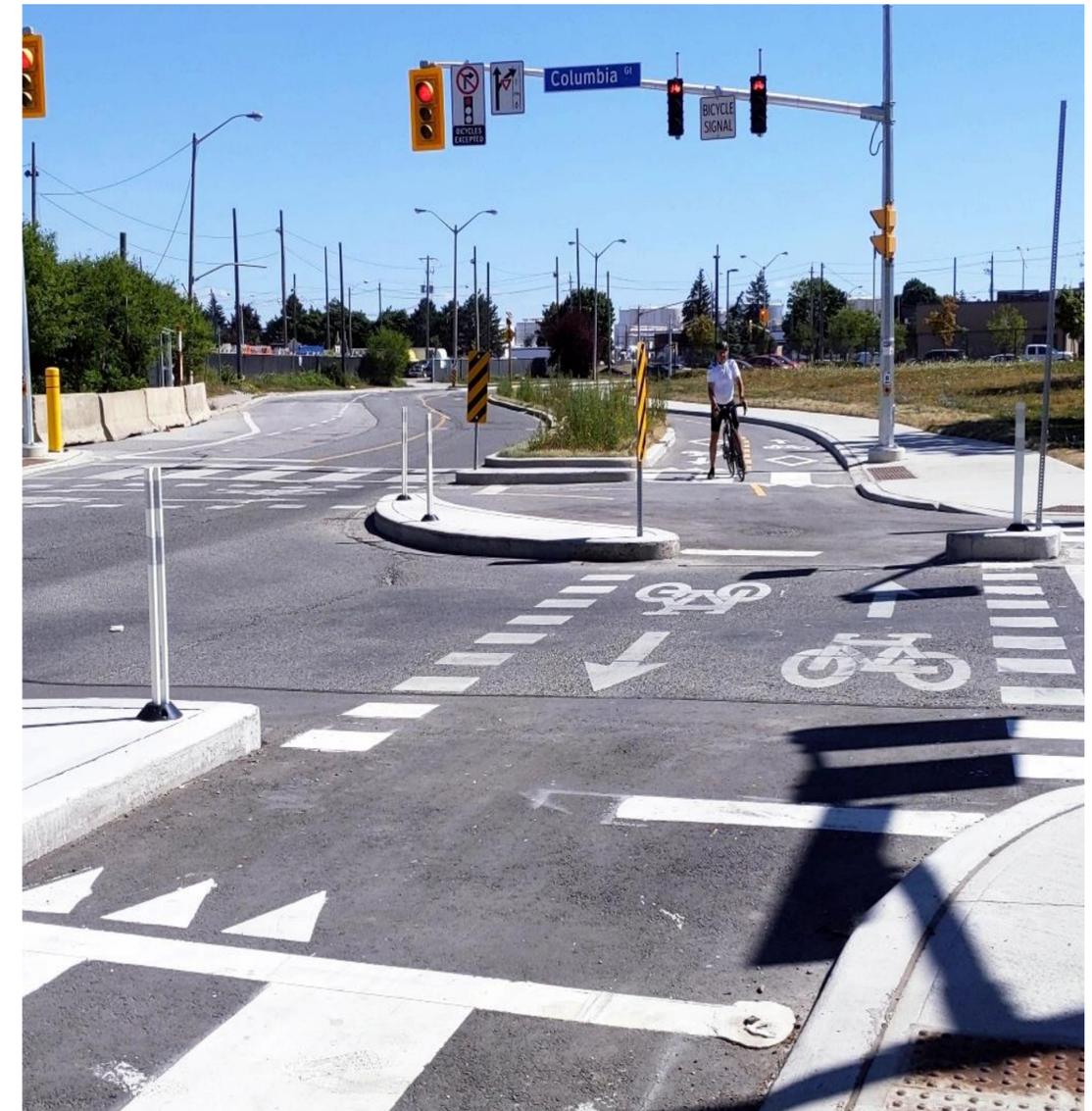


Protected Intersection

A protected intersection is a design where the bikeway remains separated, where enhanced measures mitigate the conflict between people cycling, people walking and drivers turning.

Key Design Features | Protected Intersection Opportunities

- Protected intersections aim to enhance safety for all road users. Crosswalks are set back from the intersection, which decrease the distance for pedestrians to cross the street. The corner islands are placed to lower vehicle speeds and give a better view of pedestrians and people cycling when turning right.
- Benefits of protected intersections include:
 - Increased visibility of people cycling to drivers from the passenger window while waiting at a red light, since the bicycle stop line is located ahead of the cars.
 - Decreased crossing times for pedestrians.
 - Reduced vehicle speeds at corner islands.
 - Ease of making a two-stage left turn with a dedicated queuing area for people cycling.
- Several Toronto locations are currently in design, with the first constructed in 2022 at Evelyn Wiggins Drive and Murray Ross Parkway.



Protected intersection at Evelyn Wiggins Drive and Murray Ross Parkway

Project Segments and Proposed Changes

Transportation Services is proposing the following changes on all segments of Sheppard Avenue East between Bayview Avenue and Leslie Street as part of this Complete Street project:

- Reallocation of some vehicular lanes and narrowed lane widths to improve safety.
- Intersection improvements, including protected intersection elements at signalized intersections.
- Widened sidewalks and enhanced crossings to improve the experience of people walking and to ensure compliance with the Accessibility for Ontarians with Disabilities Act (AODA).
- New transit stop features, including accessible bus stops, new transit shelters and seating areas.
- Raised uni-directional (one-way) cycle tracks on the north and south side of the road.
- New plantings and green infrastructure.

Proposed designs for the Sheppard Avenue East Complete Street have been divided into four segments:



Segment 1 Overview | Bayview to Rean/Hawksbury

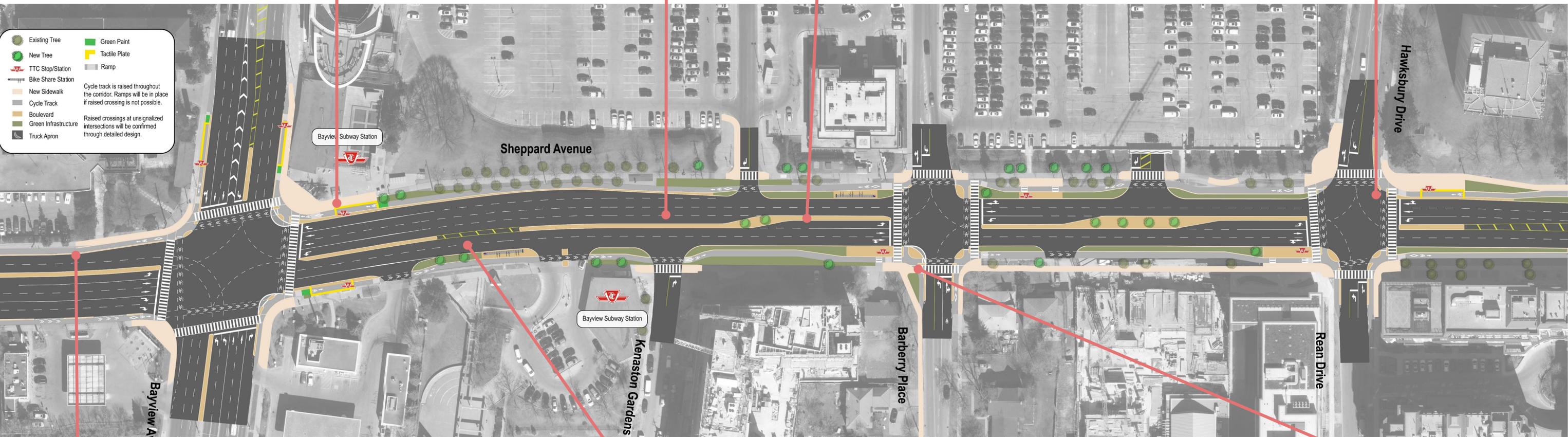
1

Widened sidewalks for enhanced pedestrian experience

Narrowed lane widths to minimum standards for improved safety

Physical median separation with trees at key locations

All signalized intersections proposed as protected intersections



West of Bayview Ave, a westbound lane is repurposed to introduce cycle tracks through the resurfacing project

East of Bayview Ave, curb lanes are proposed to be repurposed to create space for wider sidewalks, cycle tracks and trees

Left turn calming and new sidewalk

Existing | Bayview Intersection

1



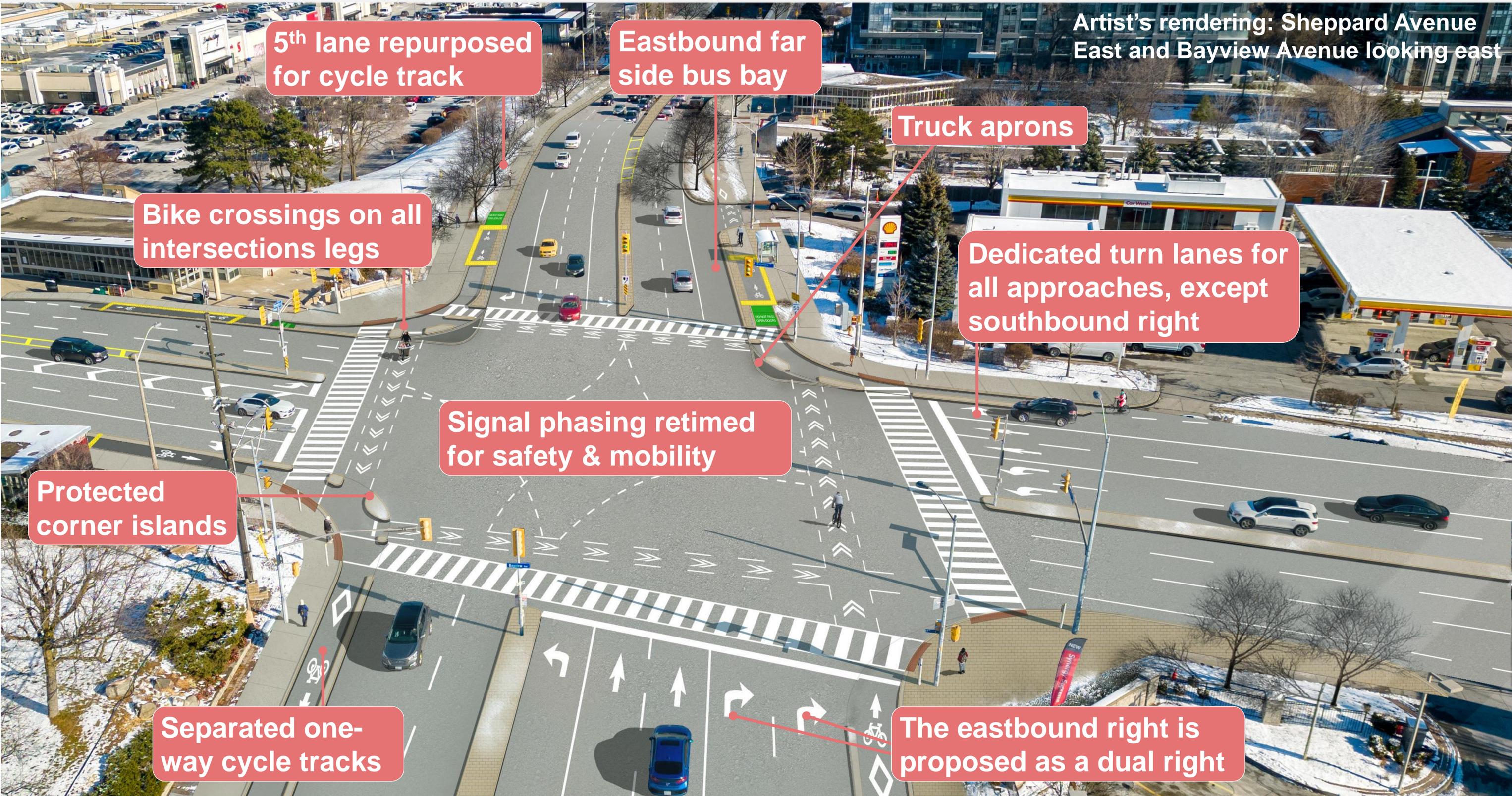
North

Sheppard Ave E

Bayview Ave

Proposed | Bayview Intersection

1



Artist's rendering: Sheppard Avenue East and Bayview Avenue looking east

5th lane repurposed for cycle track

Eastbound far side bus bay

Truck aprons

Dedicated turn lanes for all approaches, except southbound right

Signal phasing retimed for safety & mobility

Protected corner islands

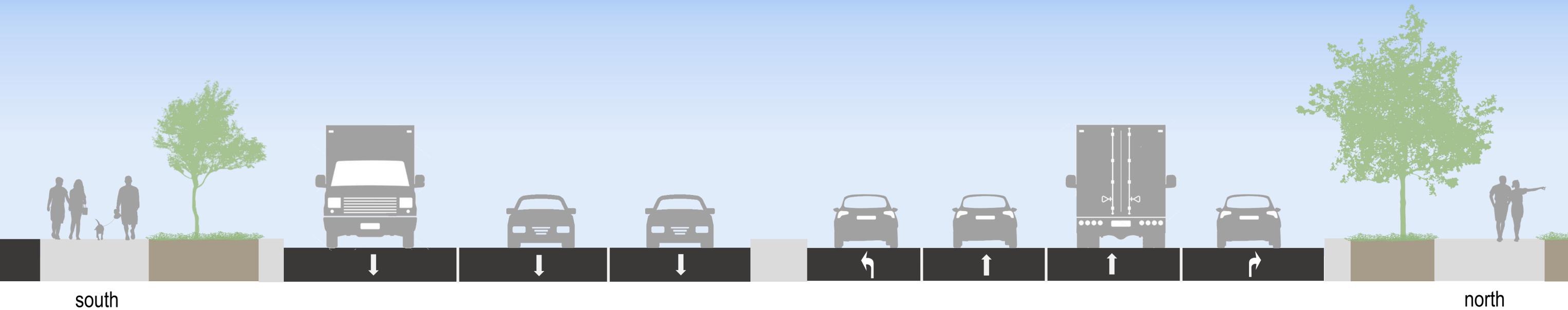
Separated one-way cycle tracks

The eastbound right is proposed as a dual right

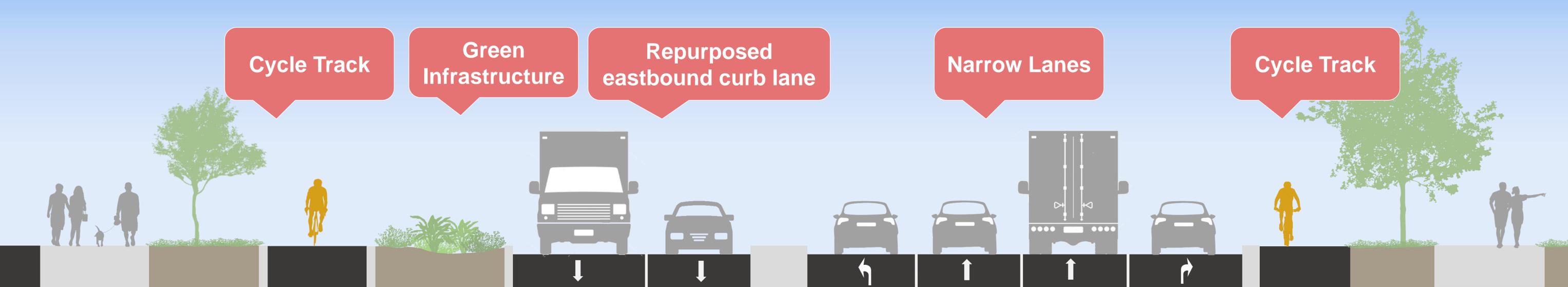
Bayview Ave to Kenaston Gdns

1

EXISTING looking west

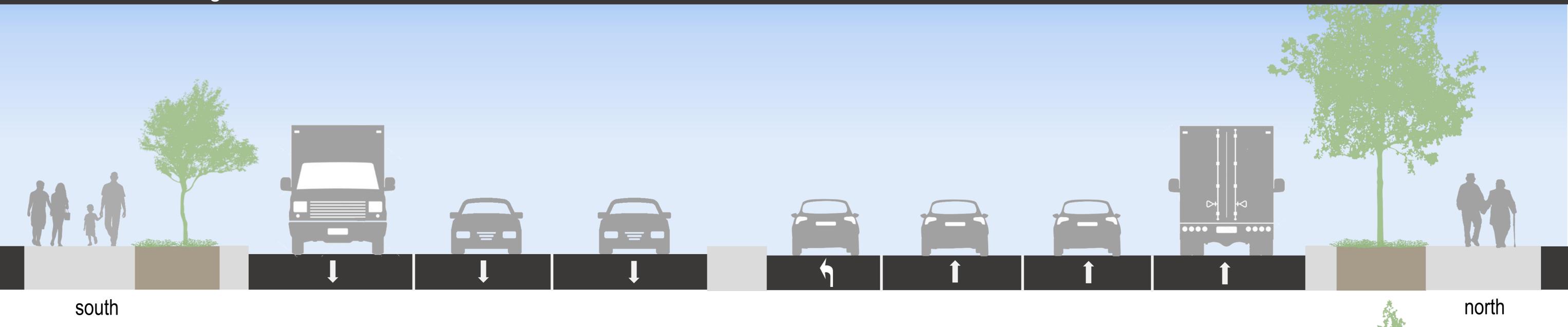


PROPOSED looking west

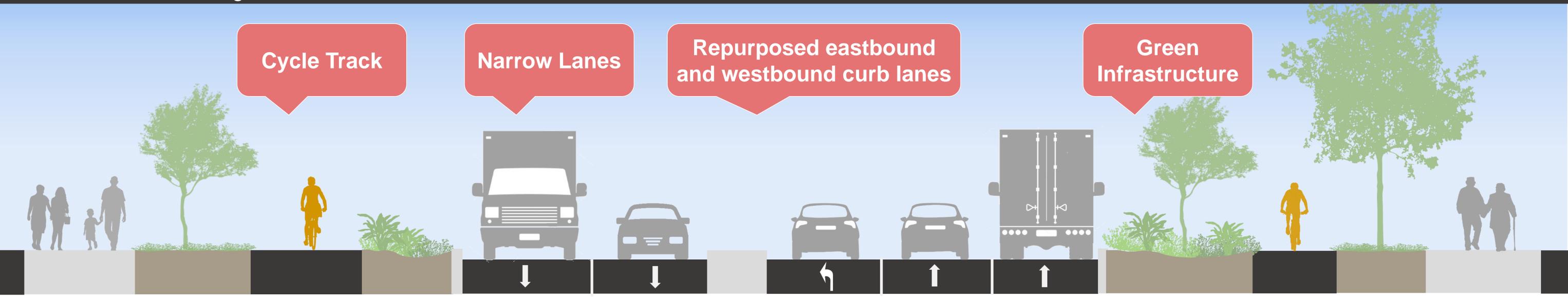


Kenaston Gardens to Rean Dr

EXISTING looking west



PROPOSED looking west



Segment 2 Overview | Rean/Hawksbury to Burbank/Bessarion

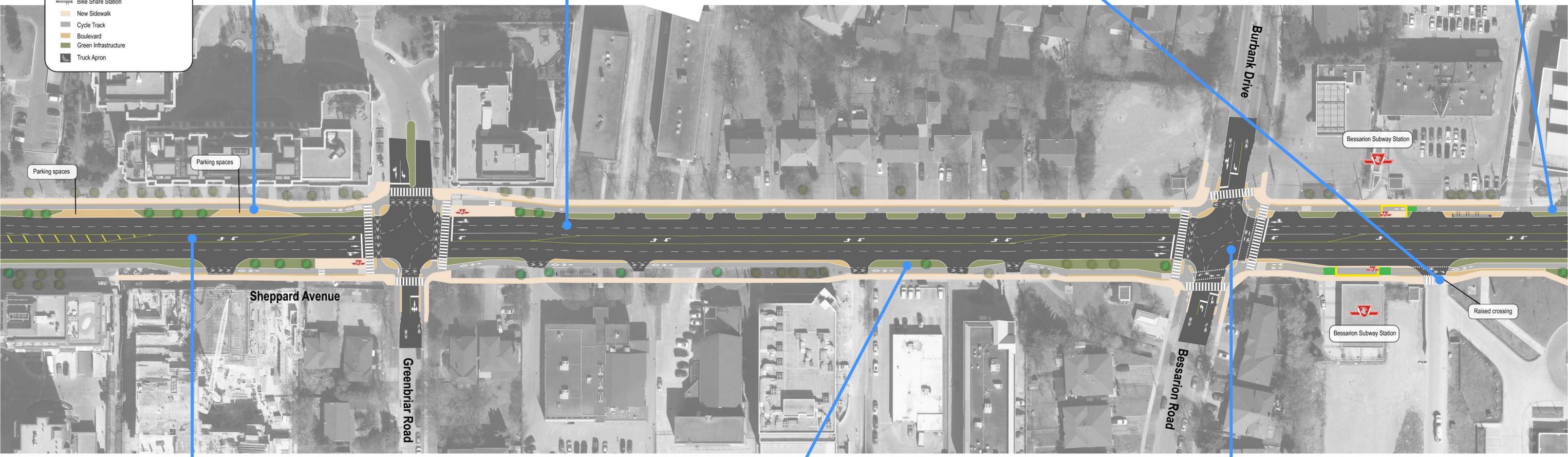
Proposed reduction of underutilized parking spaces for tree planting (6 of 14 spaces)

Narrowed lane widths to minimum standards for improved safety

Exploring raised crossings at unsignalized intersections

Proposed loss of 3 on-street parking spaces

- Existing Tree
- New Tree
- TTC Stop/Station
- Bike Share Station
- New Sidewalk
- Cycle Track
- Boulevard
- Green Infrastructure
- Truck Apron
- Green Paint
- Tactile Plate
- Ramp



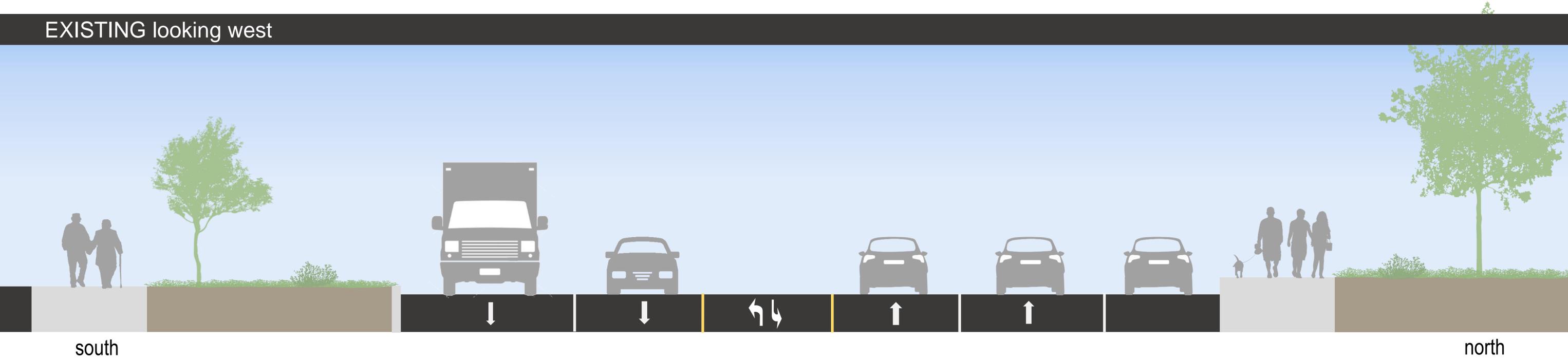
Centre left turn lane retained

Landscaped boulevard between vehicle lanes and cycle tracks

All signalized intersections proposed as protected intersections

Rean Dr to Greenbriar Rd

EXISTING looking west

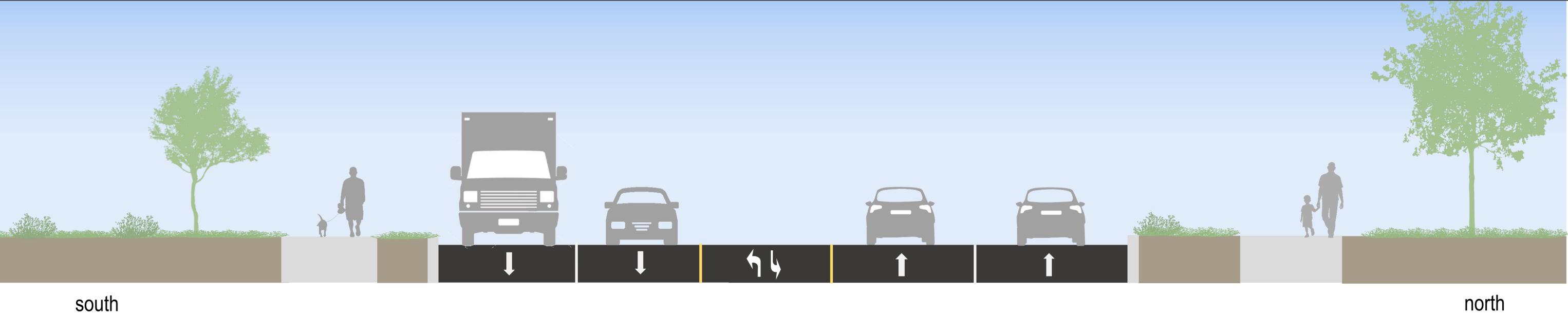


PROPOSED looking west



Greenbriar Rd to Blue Ridge Rd

EXISTING looking west



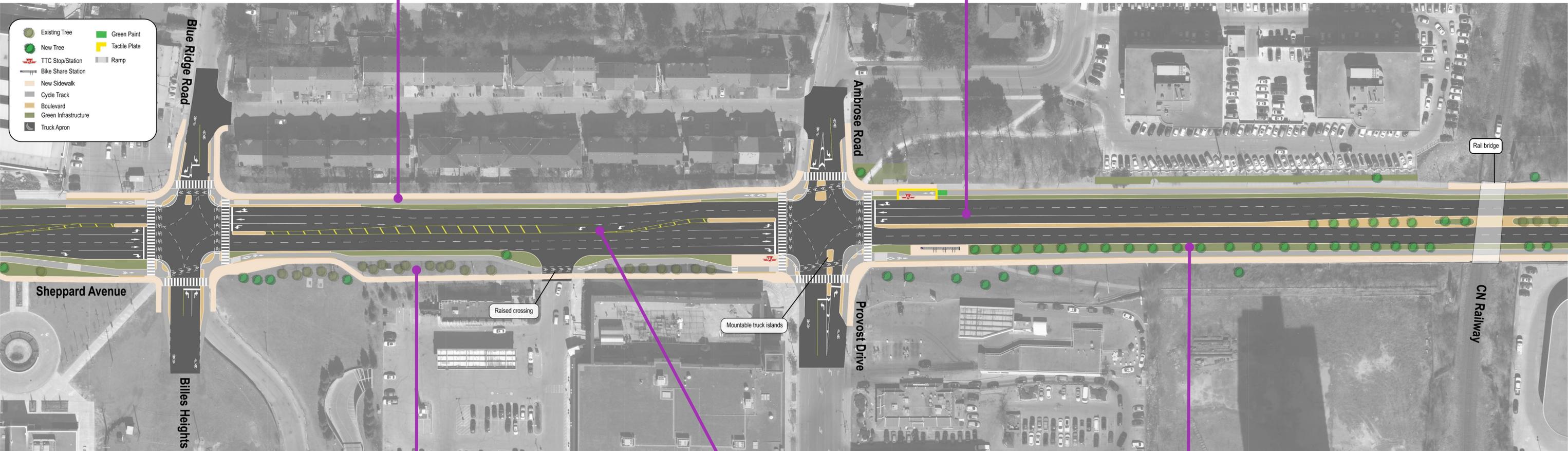
PROPOSED looking west



Segment 3 Overview | Burbank/Bessarion to Ambrose/Provost

Widened sidewalks for enhanced pedestrian experience

Narrowed lane widths to minimum standards for improved safety



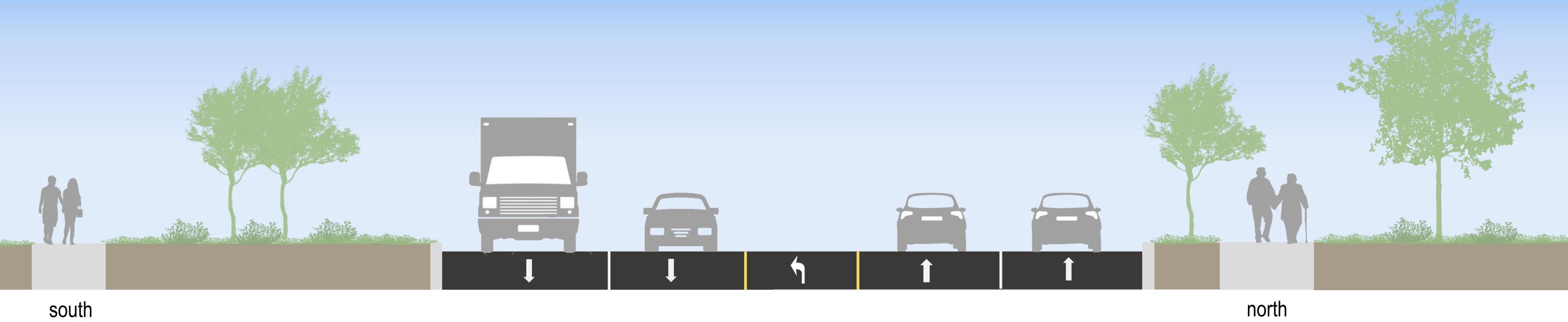
Buffer between cycle tracks and the road is maximized with attention to reducing tree impacts

Four-lane cross section with centre left turn lane retained

Boulevard landscape improvements

Blue Ridge Rd to Provost Dr

EXISTING looking west



PROPOSED looking west



Existing Ambrose Road/Provost Drive Intersection



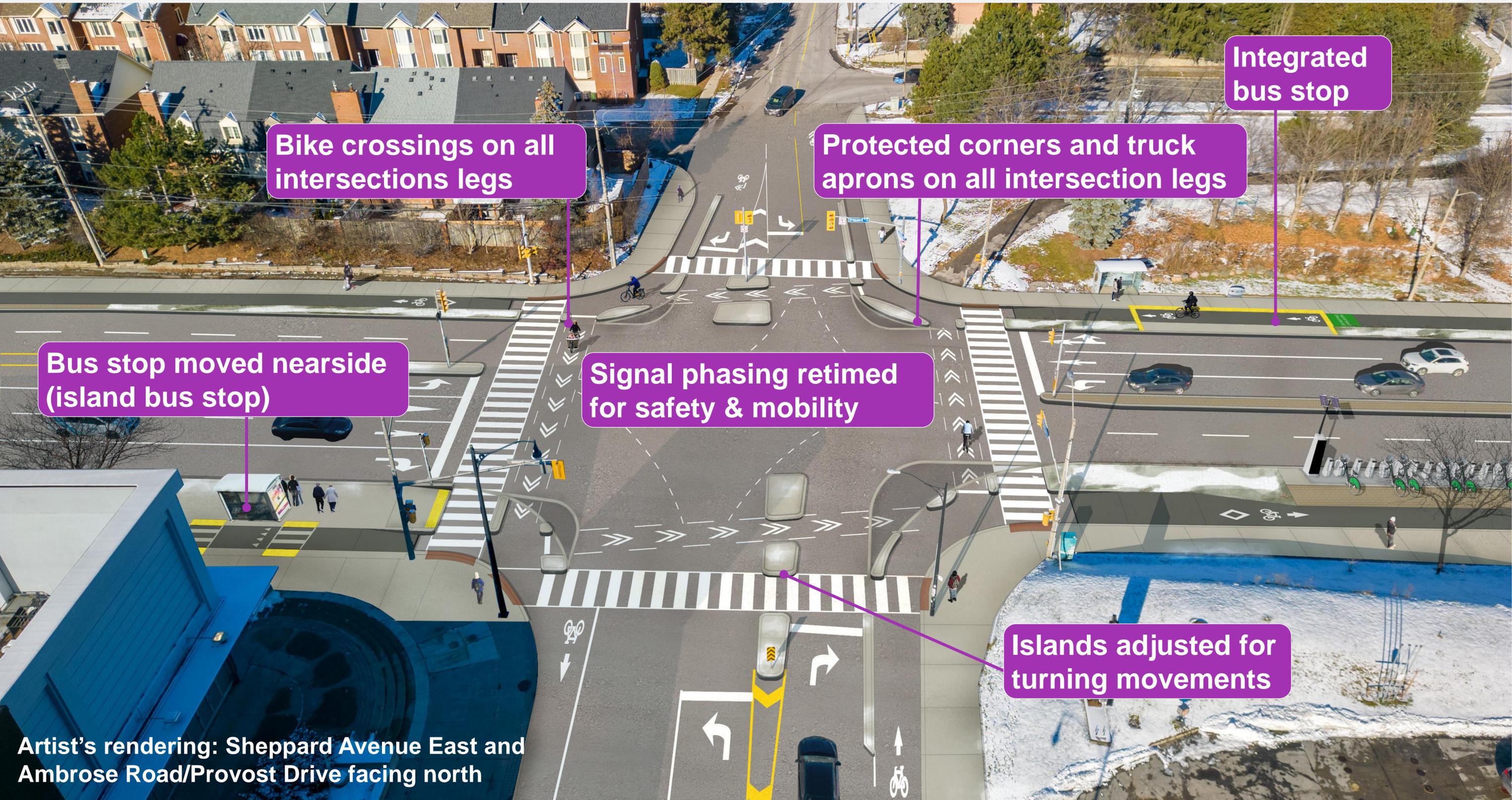
Ambrose Rd

Sheppard Ave E

Provost Dr

North

Proposed Details | Ambrose Road/Provost Drive Intersection



Bus stop moved nearside (island bus stop)

Bike crossings on all intersections legs

Protected corners and truck aprons on all intersection legs

Integrated bus stop

Signal phasing retimed for safety & mobility

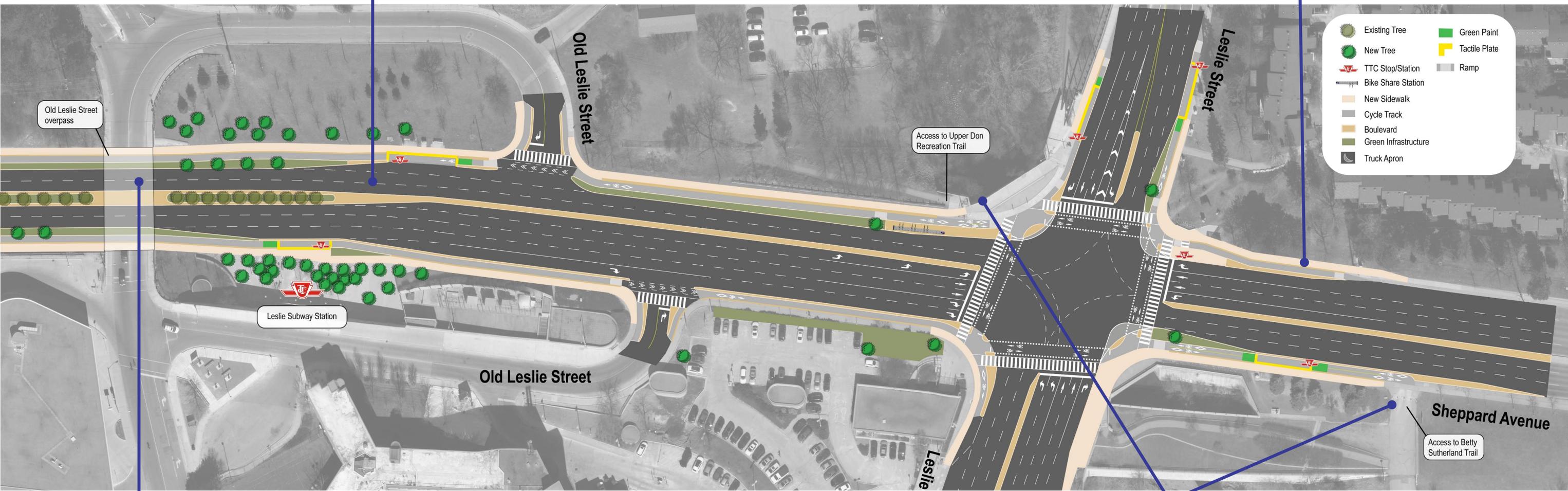
Islands adjusted for turning movements

Artist's rendering: Sheppard Avenue East and Ambrose Road/Provost Drive facing north

Segment 4 Overview | Ambrose Road/Provost Drive to Leslie Street

Narrowed lane widths to minimum standards for improved safety

Widened sidewalks for enhanced pedestrian experience

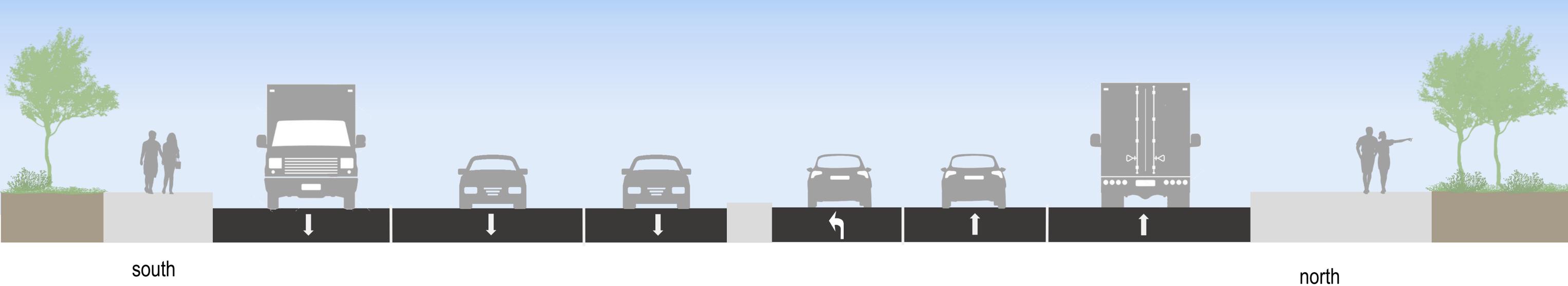


Cross section reduced from three to two vehicular travel lanes in each direction to accommodate the cycle track through the constrained section of the underpass

Trail connections

Provost Drive to Underpass

EXISTING looking west

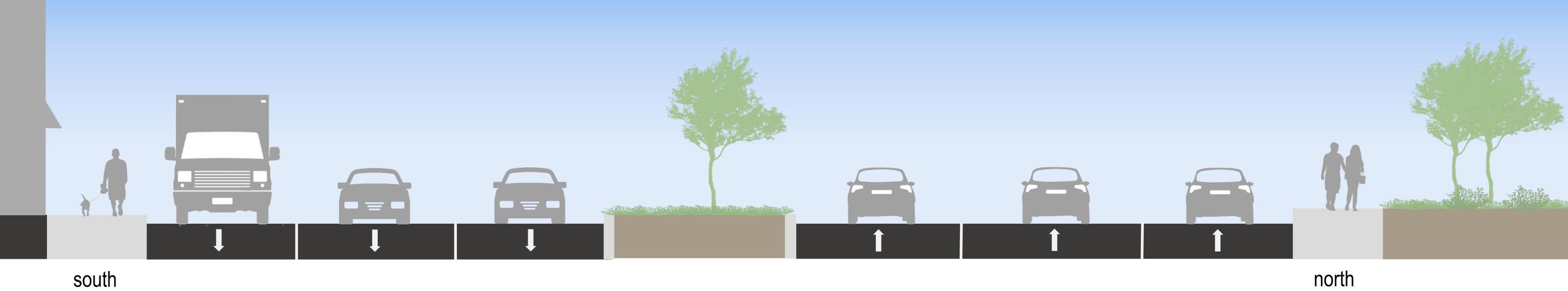


PROPOSED looking west

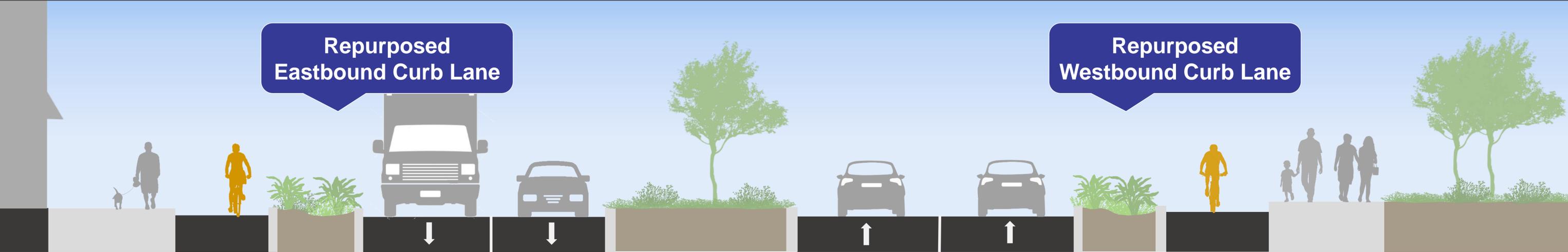


Underpass

EXISTING looking west

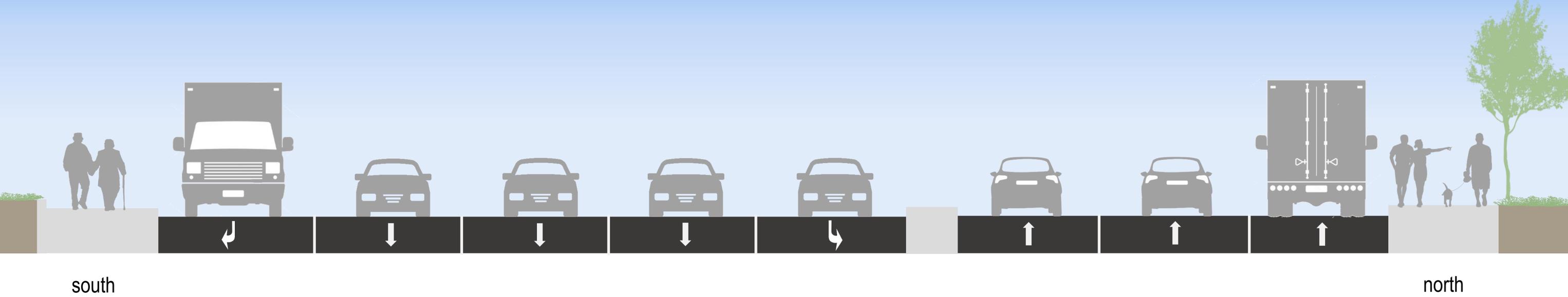


PROPOSED looking west



Underpass to Leslie Street

EXISTING looking west



PROPOSED looking west



Existing | Leslie Street Intersection

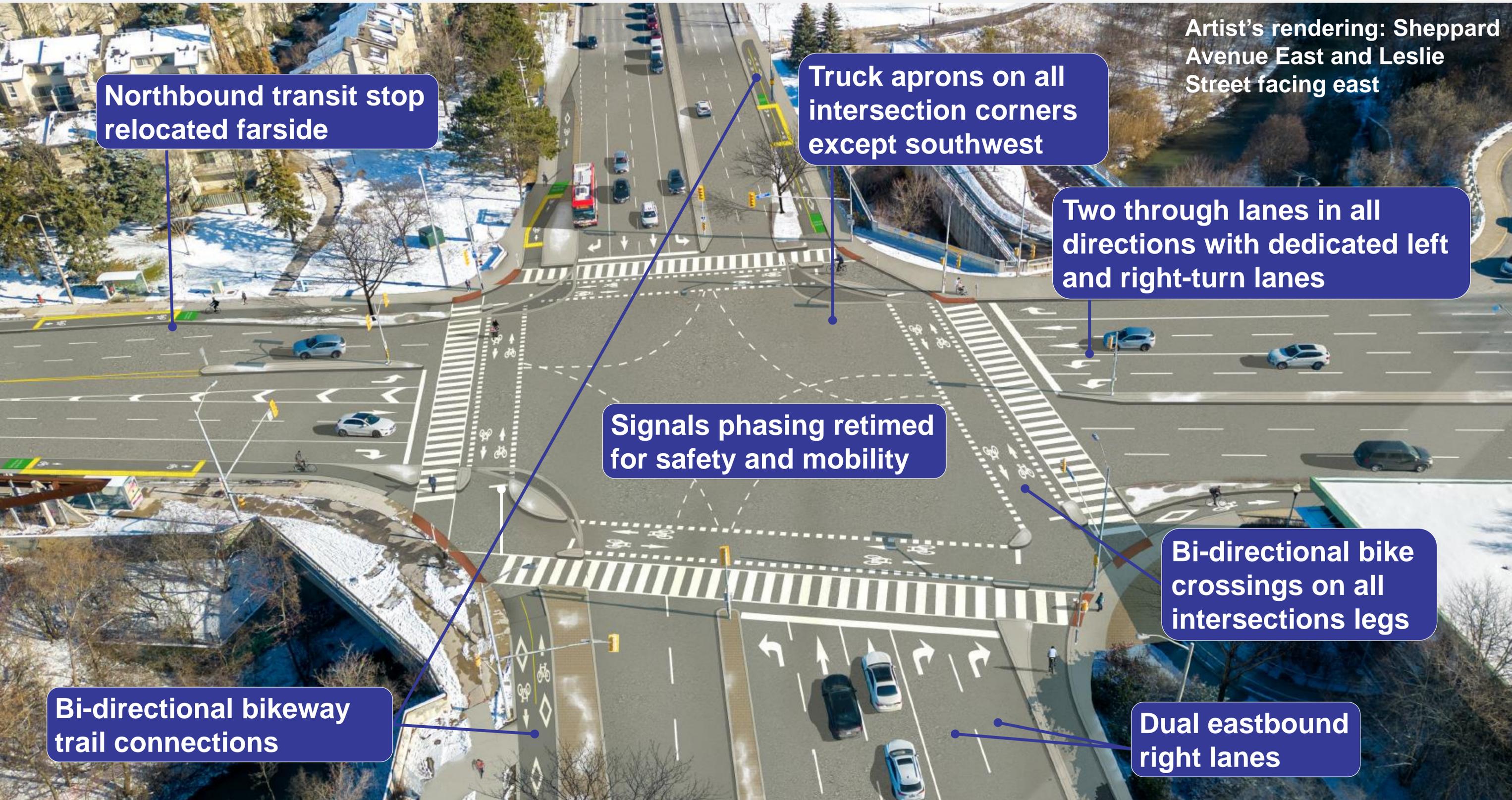


Leslie St

Sheppard Ave E



Proposed Details | Leslie Street Intersection



Northbound transit stop relocated farside

Truck aprons on all intersection corners except southwest

Artist's rendering: Sheppard Avenue East and Leslie Street facing east

Two through lanes in all directions with dedicated left and right-turn lanes

Signals phasing retimed for safety and mobility

Bi-directional bike crossings on all intersections legs

Bi-directional bikeway trail connections

Dual eastbound right lanes

Proposed | Design Summary

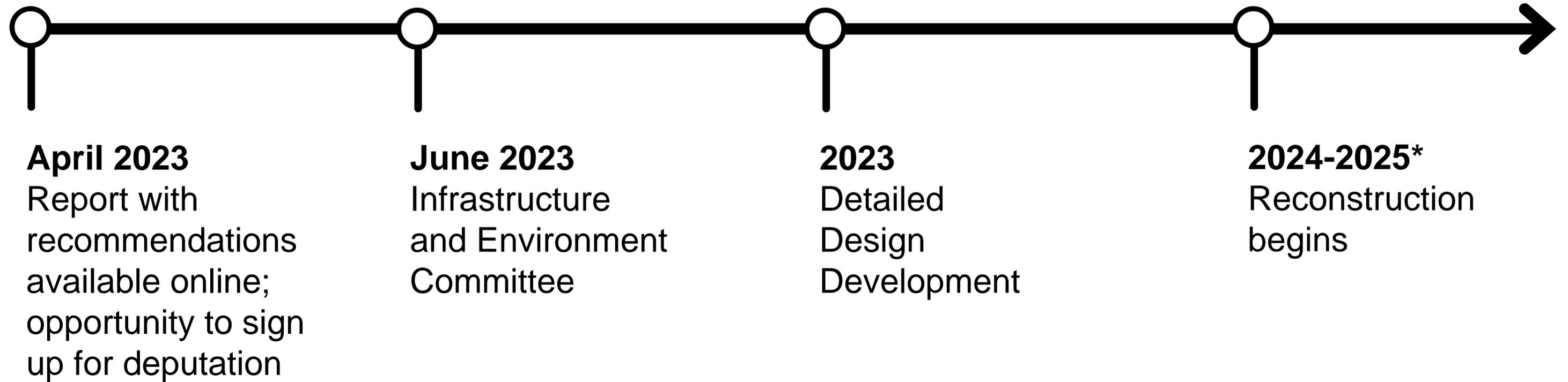
Proposed Design	
Vehicular Lanes	<ul style="list-style-type: none"> • At least two through lanes maintained per direction • Location-specific curb lane repurposing • Lane width narrowing to reduce speeds and to re-allocate space for transit, green infrastructure, pedestrian, and cycling facilities • Adjusted alignment/sightlines and phasing at major intersections to improve safety • Improved predictability of roadway
Intersections	<ul style="list-style-type: none"> • Signal phasing changes for improved safety and conflict-free turning time • Corner radii reductions for safer turns, better sight lines comfort and connectivity of pedestrians and cyclists • Protected intersection elements for safety of all road users • Accessible platforms at transit stops
Parking/Loading	<ul style="list-style-type: none"> • Retain most on-street parking
Cycle Tracks	<ul style="list-style-type: none"> • Uni-directional cycle tracks provide a safe option for people on bikes and reduce conflicts with motorists and pedestrians • Sections of two-way cycle tracks where there is a key destination • Provide side-street connections to destinations • Identified bike share stations to improve access to cycling and first-last mile trips to transit along the corridor
Pedestrians/ Accessibility	<ul style="list-style-type: none"> • Widening of sidewalks where undersized and feasible • Raised crossings to improve comfort and safety at local streets • Increasing buffer space between pedestrians and road for more pleasant walking experience • Accessible platforms at transit stops • Upgrade existing pedestrian signals to be accessible
Landscape	<ul style="list-style-type: none"> • Green infrastructure (e.g., trees, planted bioswales) at certain locations • Placemaking opportunities

Proposed Changes | Vehicular Lane Impacts Overview

Location	Proposed Vehicular Lane Changes	Proposed Median/Parking Changes*
Segment 1		
Bayview Intersection	<ul style="list-style-type: none"> • Eastbound - One (1) right-turn lane replaces one (1) through lane to create a dual-right turn • Westbound - One (1) through lane reduction 	<ul style="list-style-type: none"> • Median shifted north
Bayview to Rean/Hawksbury	<ul style="list-style-type: none"> • One (1) through lane reduction in each direction • One (1) right-turn lane reduction at Barberry (eastbound) • One (1) right-turn lane reduction in each direction at Rean (eastbound and westbound) 	<ul style="list-style-type: none"> • Medians are introduced/extended
Segment 2		
Rean/Hawksbury to Burbank/Bessarion	<ul style="list-style-type: none"> • No through lane reductions • One (1) right-turn lane reduction at Greenbriar in each direction (eastbound and westbound) • No turn lane impacts at Bessarion 	<ul style="list-style-type: none"> • Potential loss of 9 on-street parking spaces. Alternate parking is available on site.
Segment 3		
Burbank/Bessarion to Ambrose/Provost	<ul style="list-style-type: none"> • No through lane reductions • No turn lane impact at Blue Ridge or at Ambrose/Provost 	
Segment 4		
Ambrose/Provost to Leslie	<ul style="list-style-type: none"> • One (1) through lane reduction in each direction 	
Leslie Intersection	<ul style="list-style-type: none"> • One (1) right-turn lane replaces one (1) through lane to create a dual-right turn (eastbound) 	

*No stopping/standing restrictions may be implemented

Next Steps



* Timelines subject to change

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

CONTACT US

If you have any questions or concerns, please contact:

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