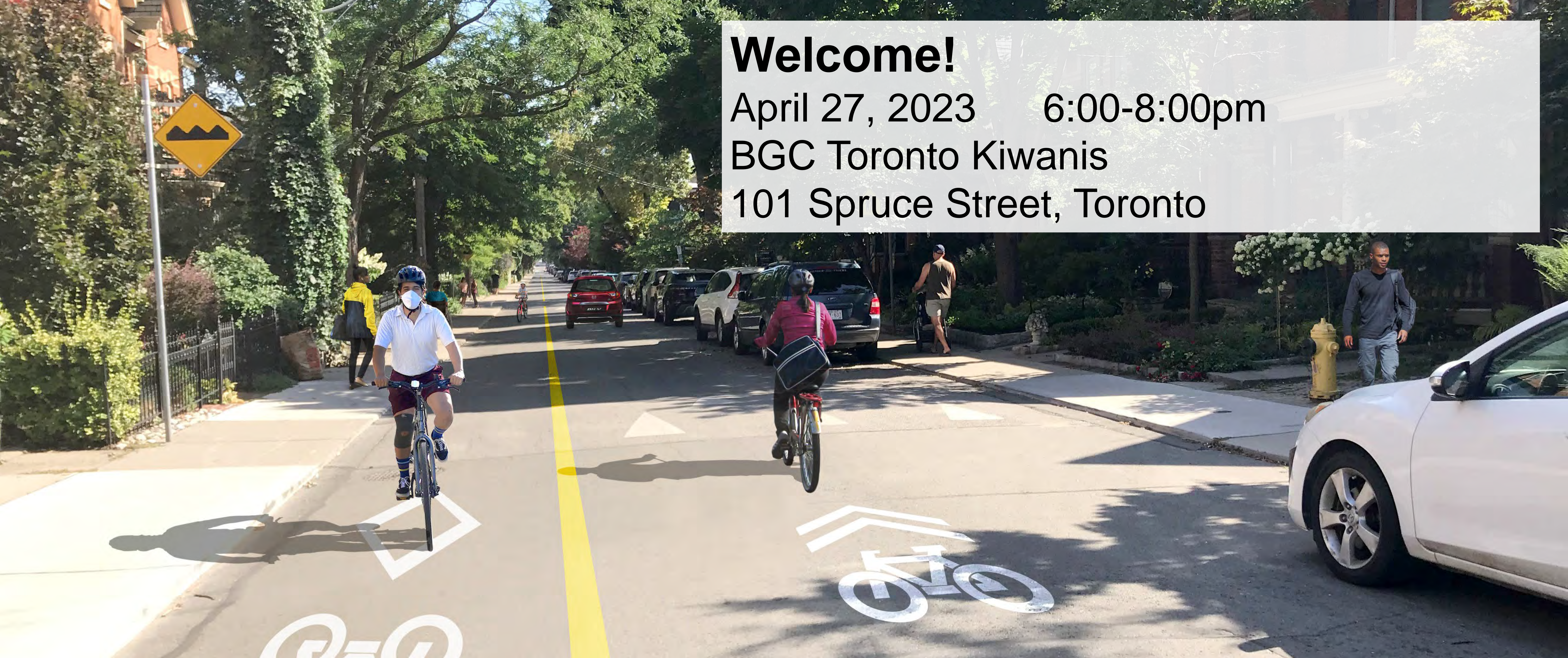


Welcome!

April 27, 2023 6:00-8:00pm

BGC Toronto Kiwanis

101 Spruce Street, Toronto



Cabbagetown Cycling Connections

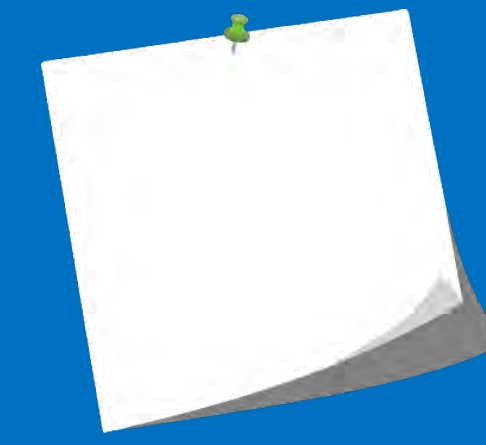
Public Drop-in Event

For more information visit: toronto.ca/CabbagetownCycling

How to Provide Your Feedback



Information is provided on the display panels. Review them to learn about the different topics this project covers.



Review and comment on the roll plans. Sticky notes are provided for you to share ideas about specific locations.



Please talk with staff at any of the boards or plans to discuss your ideas, experiences or concerns in more detail.



Provide comments through the online feedback form available on the project webpage from **April 14 to May 11, 2023**



We encourage you to visit the project webpage for project materials and updates at **toronto.ca/CabbagetownCycling** or the above QR Code



Send us an email at: **jason.diceman@toronto.ca**
Or call: **416-338-2830**

Cabbagetown Cycling Connections

EXISTING CYCLING NETWORK

PROPOSED
CONTRA-FLOW BIKE LANE

PROPOSED
WAYFINDING ROUTE

FUTURE CONNECTION

PROPOSED
MULTI-USE TRAIL

UNDER STUDY

NORTH



* Winchester Ave from Ontario St to Rose Ave includes a wayfinding route option



Project Overview

The City of Toronto is exploring safety and enhanced connectivity improvements in the Cabbagetown neighbourhood.

Why Consider Changes?

This project is part of the City of Toronto's commitment to the Vision Zero Road Safety Plan, the TransformTO Action Plan and other Council-approved policies and plans. There are existing neighbourhood concerns around road safety, climate impact and mobility. This project aims to address these local concerns by making changes that align with City policies.

Project Goals



Improve safety for people walking, cycling and driving



Reduce neighbourhood traffic infiltration and maintain local access for residents and City services, including emergency services



Minimize impact to on-street parking



Improve connectivity for people cycling and walking

This project would be implemented without road reconstruction.

Changes would be made with quick build materials such as pavement markings, planters and signage. In addition, there are opportunities for some civil construction including permanent planted curb extensions and a multi-use trail at River St and Spruce St.

Options and Proposals

1

Sumach St, 3 Options

2

Sackville St, 2 Options

3

Winchester St, 2 Options
Ontario St, 1 Proposal

4

River St, 1 Proposal

Policy Background

There are a number of policy objectives and guiding policy documents that inform cycling connections projects like this, including:

Guiding Policy Documents



Toronto Official Plan

Make Toronto a “walking city” and bring all Toronto residents within 1km of a designated cycling route



Road to Health: Healthy Toronto by Design

Increased physical activity is associated with reduced risk of obesity, type 2 diabetes, cardiovascular disease, and some cancers



TransformTO: Climate Action Strategy

Target: 75% of school/work trips under 5 km are by foot, bicycle, or transit by 2030



Complete Streets Guidelines

Complete streets consider all modes, prioritize safety, and balance the need to move people and goods, while recognizing streets as places



Vision Zero Road Safety Plan

Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing the safety of our most vulnerable road users



Encourage All Ages and Abilities to Cycle

The majority of people rate themselves as “interested but concerned” about cycling, and will only do so if bikeways feel safe



Reduce Reliance on Motor Vehicles

Providing alternatives to driving allows for roadways to be used more efficiently, and for users who have no choice (i.e. emergency, deliveries)



Recover and Rebuild from COVID-19

Reallocate space and support business to recover from the impacts of the pandemic

Near-Term Cycling Network Implementation Plan

Cabbagetown Connections are part of the Cycling Network Plan's **Near Term Implementation Plan** for 2022-2024.

These connections would **expand the local cycling network**, connecting to Wellesley Street, Winchester Park, Riverdale Park West Trail, River Street, the future Wellesley Park Switchback and Gerrard Street bi-directional bikeways. Connections south of Gerrard Street East will be installed by the Regent Park developers.

Connect

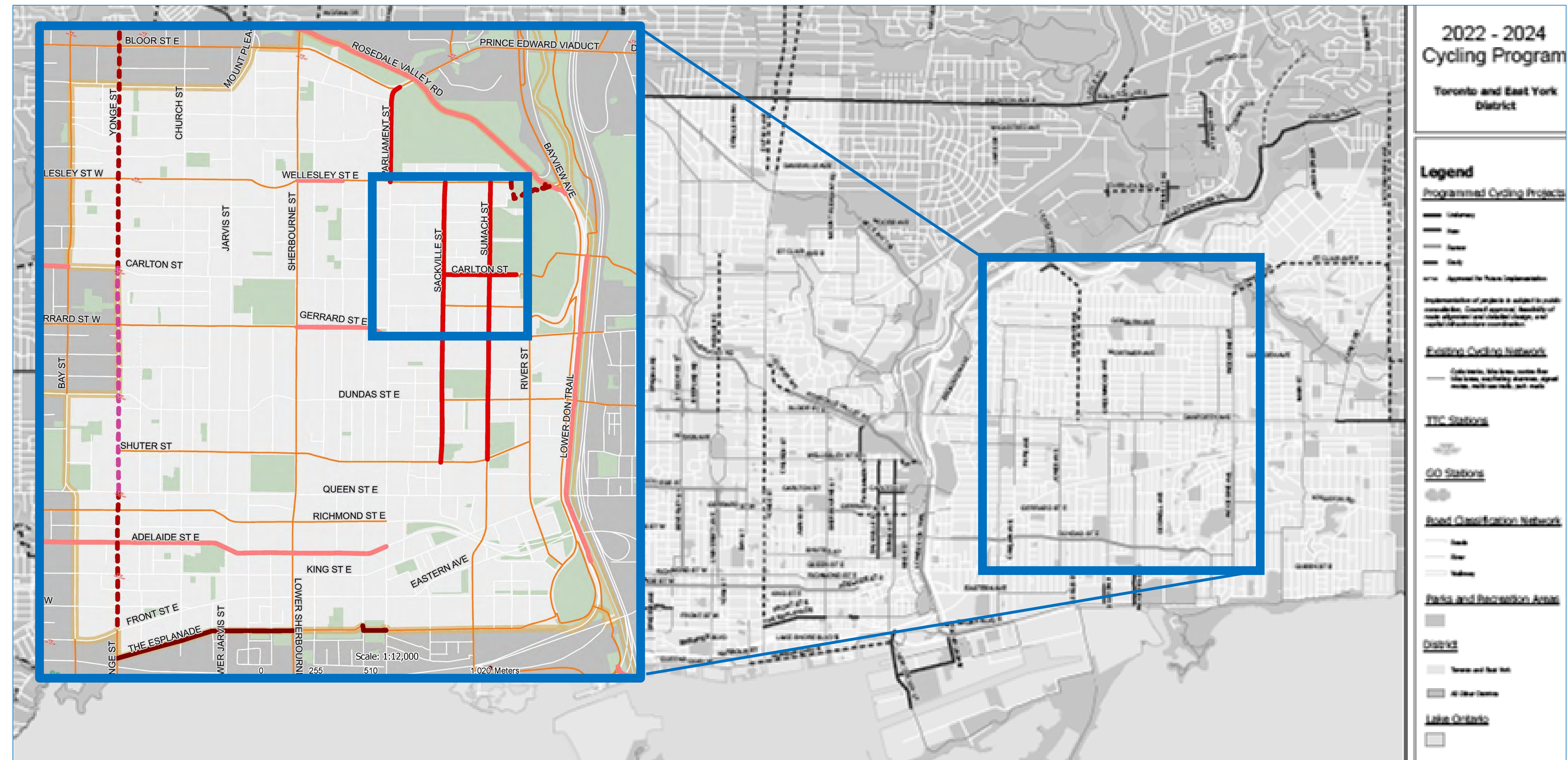
Connect gaps in the network and people to places.

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.



Carlton St was highlighted as part of the Near-term CNP. The Winchester St at Parliament St was deemed a safer quick build connection since it is not skewed and does not have TTC streetcar tracks.

Cabbagetown Cycling Opportunities

We observe that people today are riding bicycles both ways on Sumach St, Sackville St, Winchester St and Ontario St which is dangerous and currently illegal when going against one-way motor vehicular traffic.

Similar to when people walk, people on bikes often take the most direct route.

By allowing people on bikes to legally travel in two directions on some Cabbagetown streets, all road users would know what to expect, reduce the frequency of people cycling on sidewalks and improve safety for everyone.

This project provides an opportunity to upgrade pavement markings to meet City standards (i.e., zebra markings within school zones) and refresh other markings (i.e stop bars) as needed.



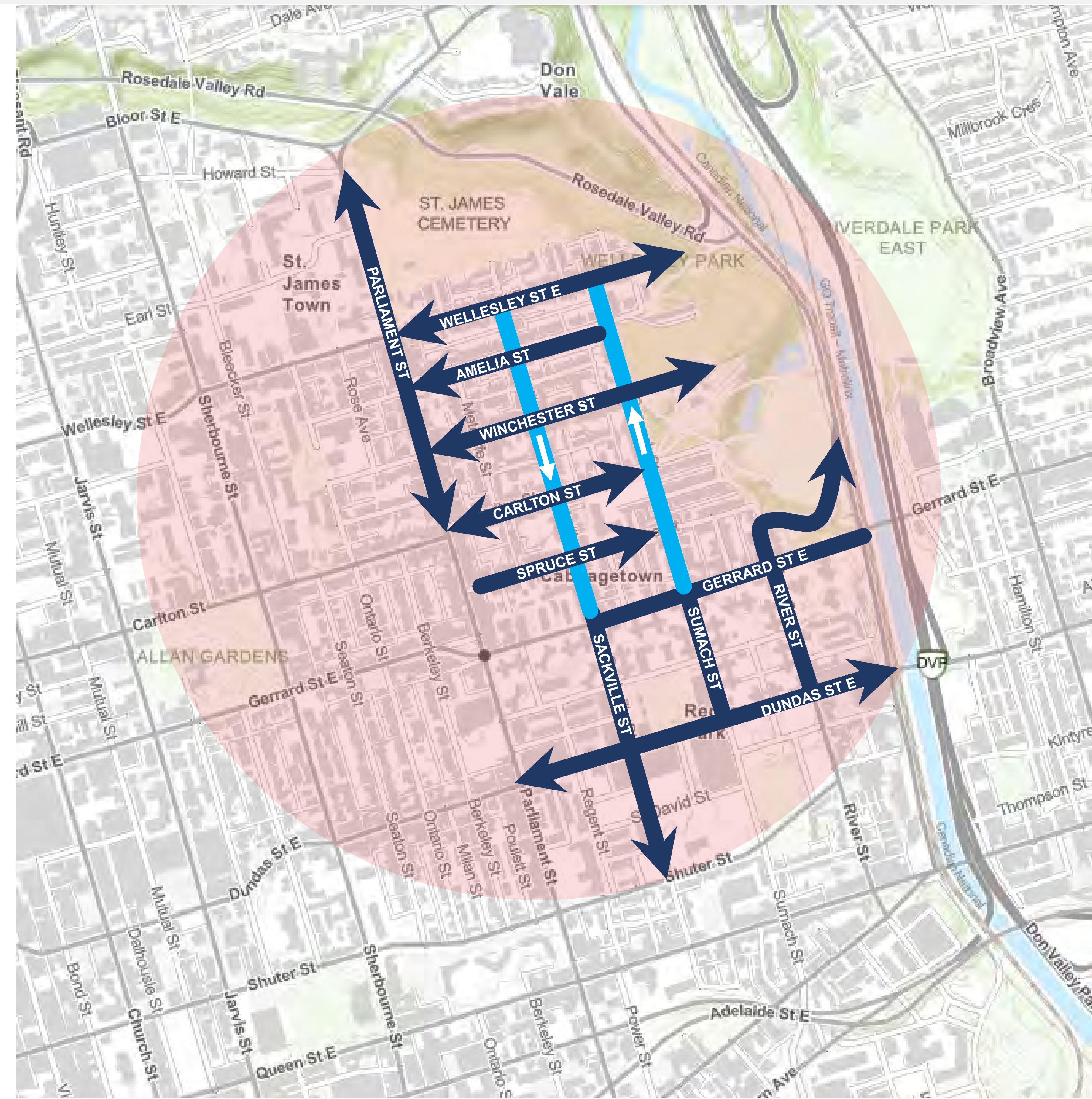
Winchester St
Example of person on bike riding against one-way traffic

Cabbagetown Traffic Infiltration

Non-local drivers travel on Sumach St and Sackville St to avoid busy times on Parliament St and Gerrard St E. Many are seeking connections to the Don Valley Parkway, Rosedale Valley Road and the Gardiner Expressway outside of the neighbourhood.

In contrast, “Neighbourhood Greenways” are where people on bikes can share space with cars.

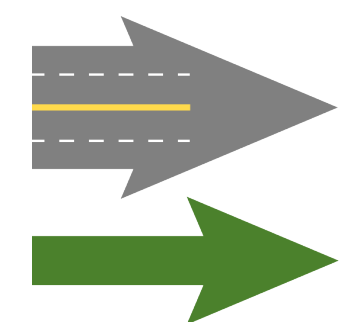

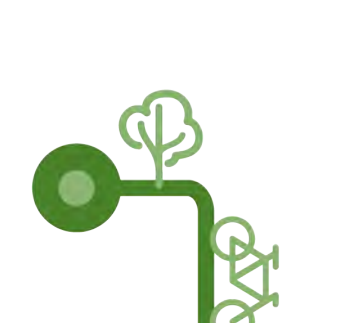

They should have low vehicle speeds and volumes. The Cabbagetown routes currently exceed the vehicle volumes for the safest Neighbourhood Greenway implementation.






What are Neighbourhood Greenways?

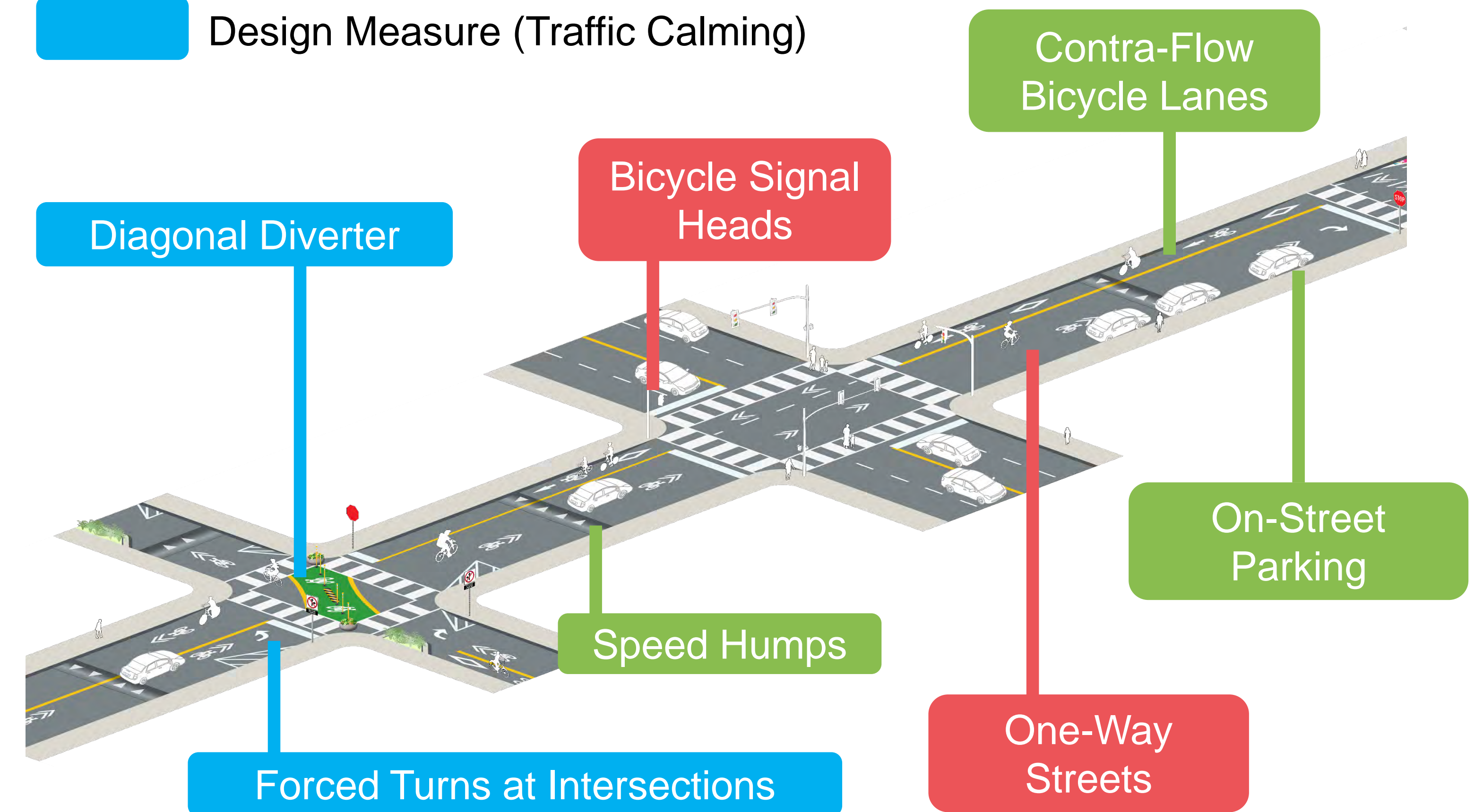
Neighbourhood Greenways are routes where people cycling are given priority by creating an environment with low motor vehicle volumes and speeds. Cycling priority on neighbourhood greenways are typically reinforced by signs, pavement markings, and speed and volume management treatments (traffic diversions). Safe and convenient crossings of busy streets also must be installed.

Why Build Neighbourhood Greenways?

-  Provide parallel routes to major corridors
-  **LOCAL TRAFFIC**
Reduce non-local traffic infiltration and speeds
-  Encourage cycling among less experienced cyclists
-  Connect people cycling to major trails or bikeways
-  Create safe environments for all road users

Features of Neighbourhood Greenways

-  Regulatory Measure (Volume Management)
-  Design Measure (Volume Management)
-  Design Measure (Traffic Calming)



What are Contra-flow Bike Lanes?

When a contra-flow bike lane is installed on a one-way street, the street becomes two-way for people cycling, but remains one-way for drivers.

When a person cycling is travelling in the direction that motor vehicles travel, people cycling share the lane with motor vehicles.

To travel in the opposite direction, people cycling use a dedicated contra-flow bike lane, marked with a yellow line separation.

No stopping is permitted in contra-flow bike lanes, except for Wheel-trans and emergency services. Solid waste pick-up and snow clearing continue as usual.

Toronto has many well-used contra-flow bike lanes, including on Woodfield Rd-Monarch Park Ave, Winona Dr, Shaw St, Bartlett St-Havelock St and Palmerston Blvd/Ave and Tecumseth St.

The City is seeking feedback on proposed options to include contra-flow bike lanes on Sumach St, Sackville St and parts of Winchester St and Ontario St in Cabbagetown.



Contra-flow Bike Lane

Left to right: contra-flow bike lane, shared lane and parking (Shaw St)

What are Traffic Diversions?

Traffic diversion techniques help reduce some non-local motor vehicle trips from cutting through neighbourhood streets and can augment other traffic calming measures such as speed humps.

Reducing traffic infiltration can make streets feel safer and calmer for local residents and people cycling and walking.

One technique to reduce non-local motor vehicle trips is to **change the direction** of a one-way street or to convert a two-way street to a one-way street.

Another technique is to install a **traffic diverter**. A traffic diverter is an island built in the centre of an intersection that prevents certain motor vehicle through and/or turning movements.

The City is seeking feedback on proposed options to include traffic diversion techniques on Sumach St and Sackville St in Cabbagetown.



Traffic Diverter

Vehicles must turn, people cycling are allowed through (Gladstone Ave)

Types of Bikeways



Contra-flow Lanes

- Allows two-way cycling on one-way streets
- People cycle in the shared lane when travelling in the opposite direction.
- No stopping is permitted in the lanes, except for Wheel-trans and emergency services. Solid waste pick-up and snow clearing continue as usual.



Multi-use Trail

- People walking and cycling share a trail



On-street Shared Lanes

- People cycling and driving share a lane in single file
- These wayfinding routes include signage, pavement markings (sharrows) and other traffic calming measures to create comfortable cycling routes on residential streets.



Diagonal Diverter

- Designated space for people cycling. Drivers turn before the block.
- Emergency services are allowed through. Solid waste pickup and road maintenance continue as usual.

Safety Design Features



New and modified traffic signals

- Traffic signals provide safe crossing opportunities



Planted bulb outs/ Curb extensions

- Physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.



Street direction changes

- Through signage and physical barriers, changing one-way flow reduces neighbourhood infiltration

Collision History 2016-2020

Between 2016-2022), there have been **106 reported collisions** in the study area:

- 5 collisions involved people walking
- 10 collisions involved people cycling

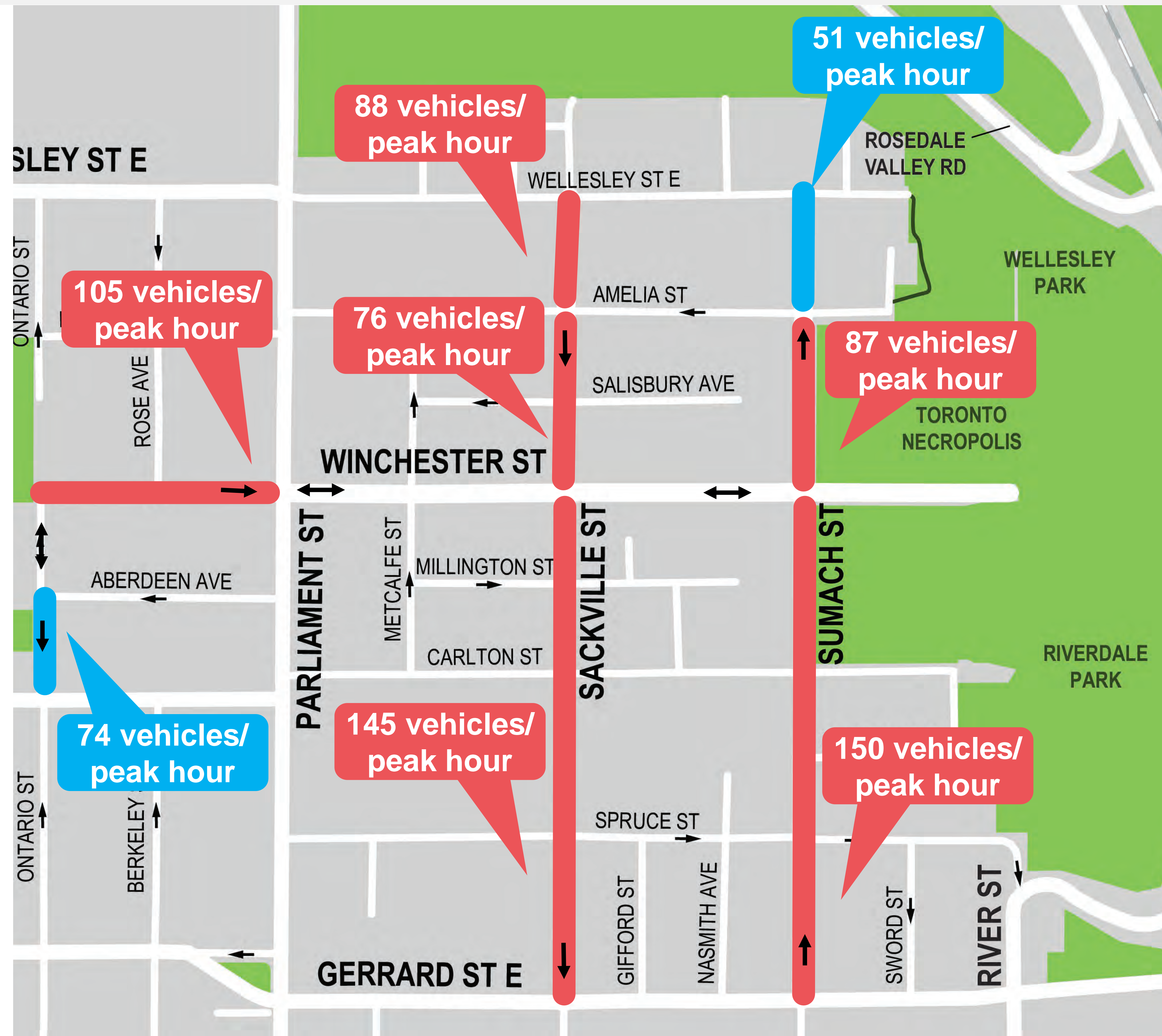
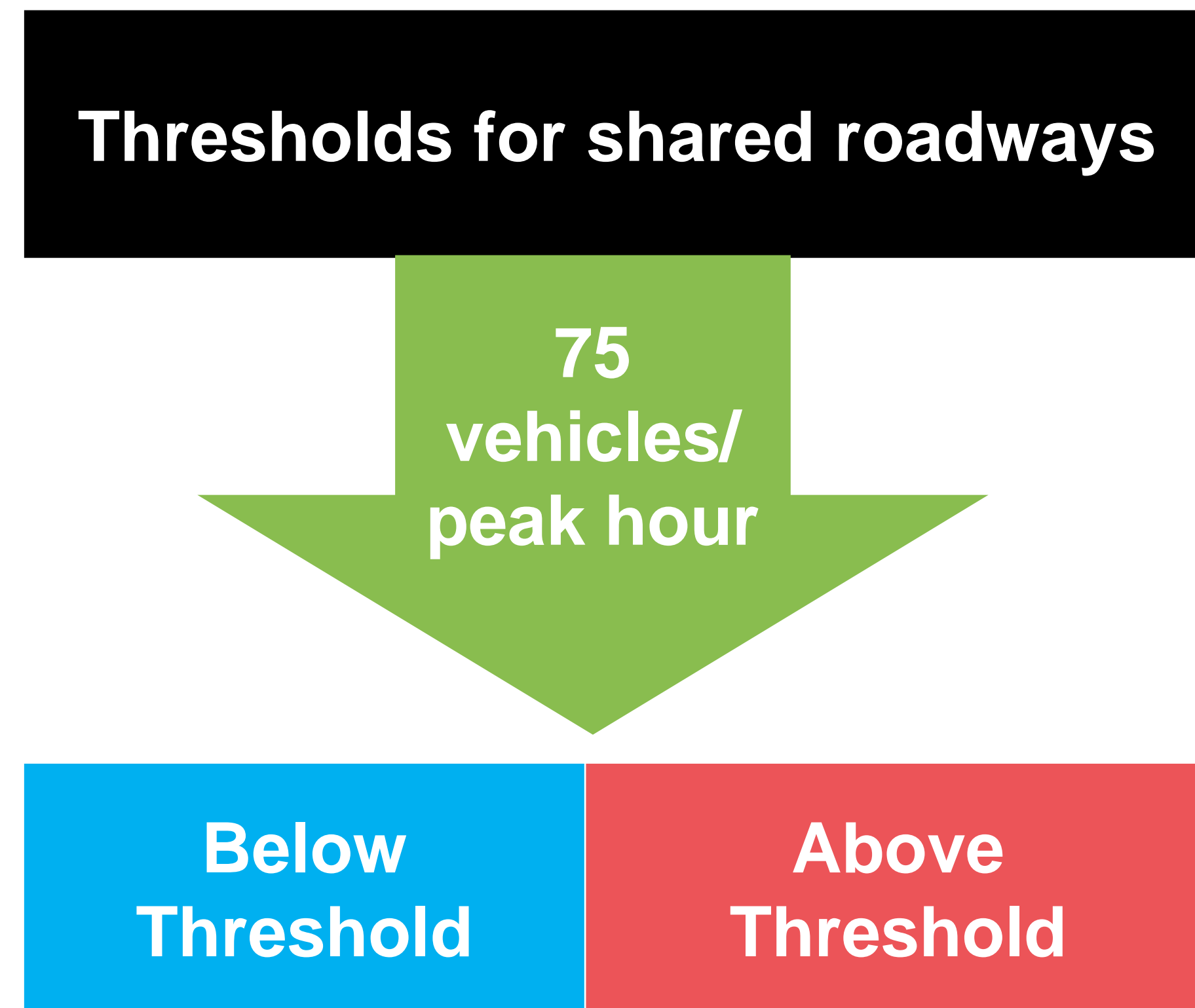
Collisions 2016-2020	People Driving	People Walking	People Cycling	Total
Sumach St	25	2	2	29
Sackville St	33	2	4	39
Winchester St + Ontario St	33	1	4	38
Total	91	5	10	106

A more detailed analysis of collisions takes place through this process to identify trends and locations where safety improvements can be implemented.



Cabbagetown Peak Hour Vehicular Volumes

- “Neighbourhood greenways” are where people cycling share space with cars. They must have low vehicle volumes.
- Vehicle volumes are currently above the target threshold on Sumach St, Sackville St and Winchester St.
- Vehicle volumes are below the threshold except on Ontario St.
- Diversions would help manage volumes.



1

Sumach Street

Wellesley to Gerrard

Sumach St (Wellesley St E to Gerrard St E)

Contra-flow

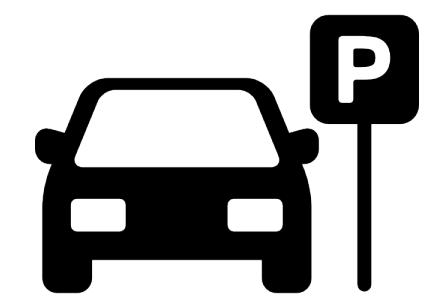
Option **1a**



Southbound contra-flow bike lane on west side



No changes to direction flow for vehicles

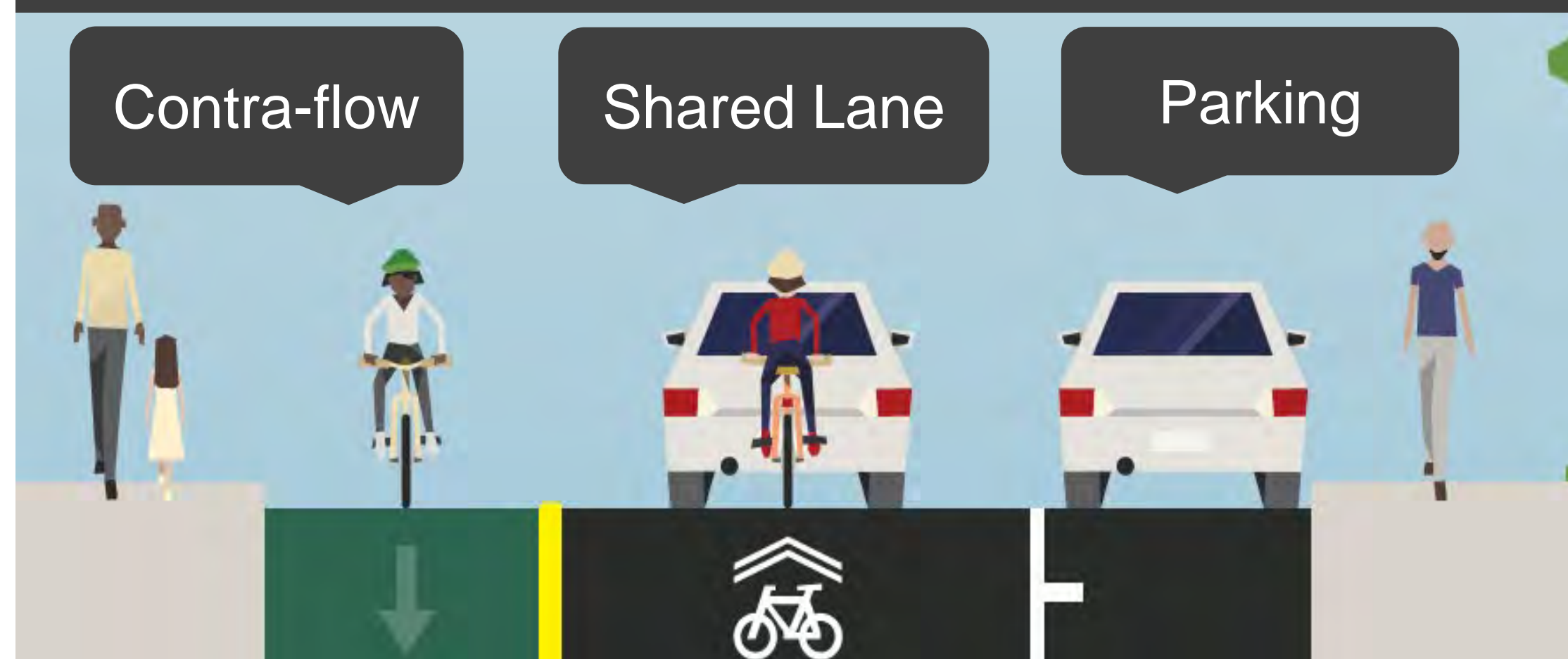




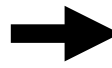

No changes to parking, no parking reduction

Existing



Proposed Looking North



-  Proposed contra-flow bike lane
-  Existing parking
-  Existing vehicular flow
-  Existing traffic signal

* This option would not reduce non-local traffic infiltration.



Sumach St (Wellesley St E to Gerrard St E)

Contra-flow and Diverter

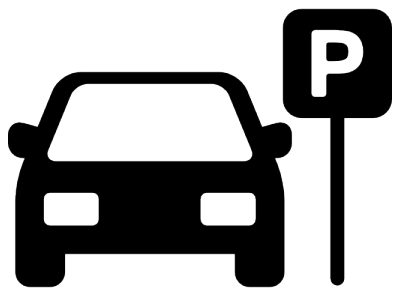
Option **1b**



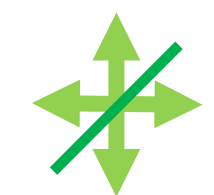
Southbound contra-flow bike lane on west side



- Diagonal diverter added at Spruce St and Sumach St. Vehicles must turn.
- Northbound on Sumach St must turn east onto Spruce St.
- Eastbound on Spruce St must turn north onto Sumach St.



Potential reduction of 2 parking spaces



Proposed diagonal diverter



Proposed vehicular turning movement



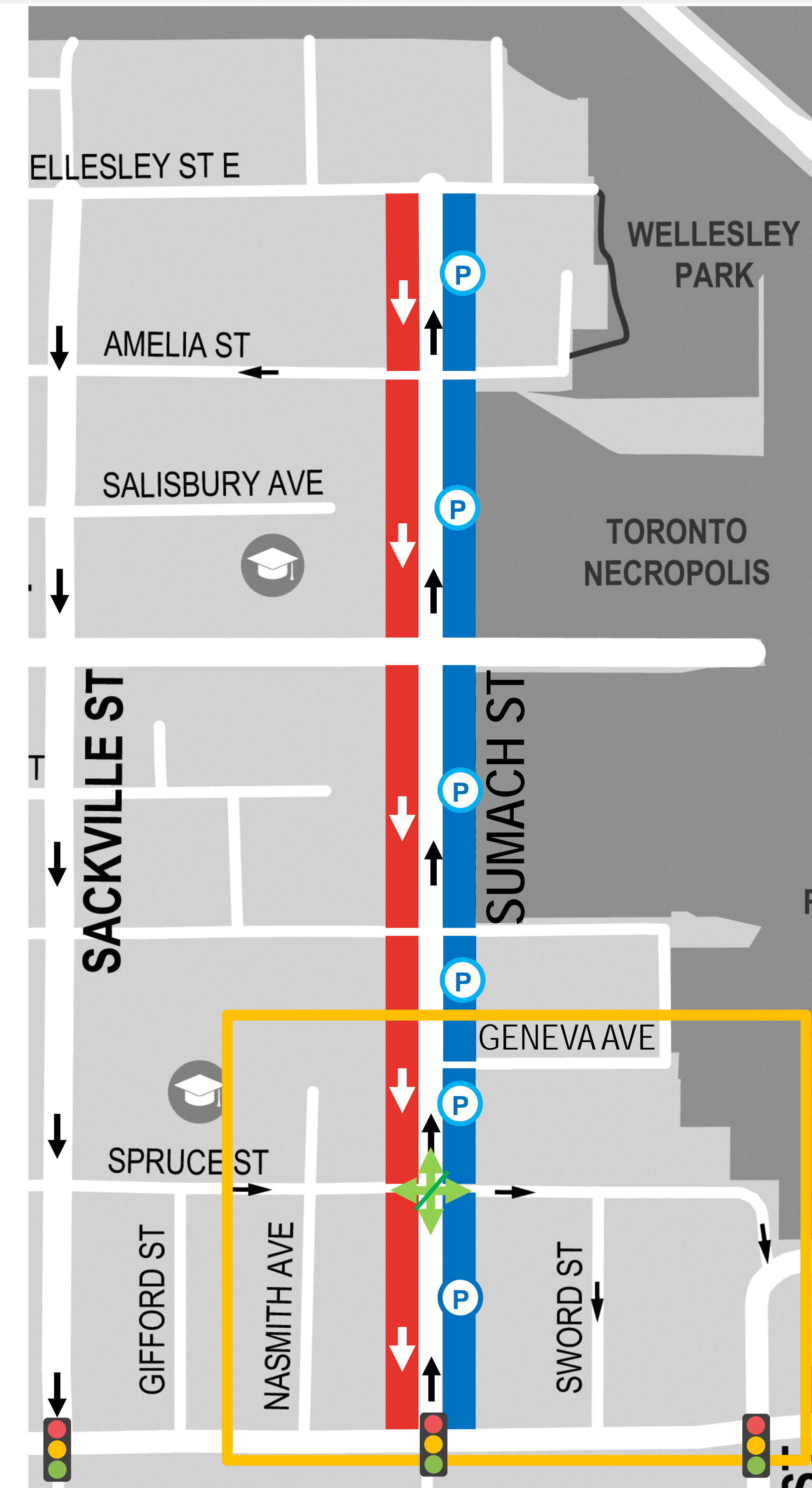
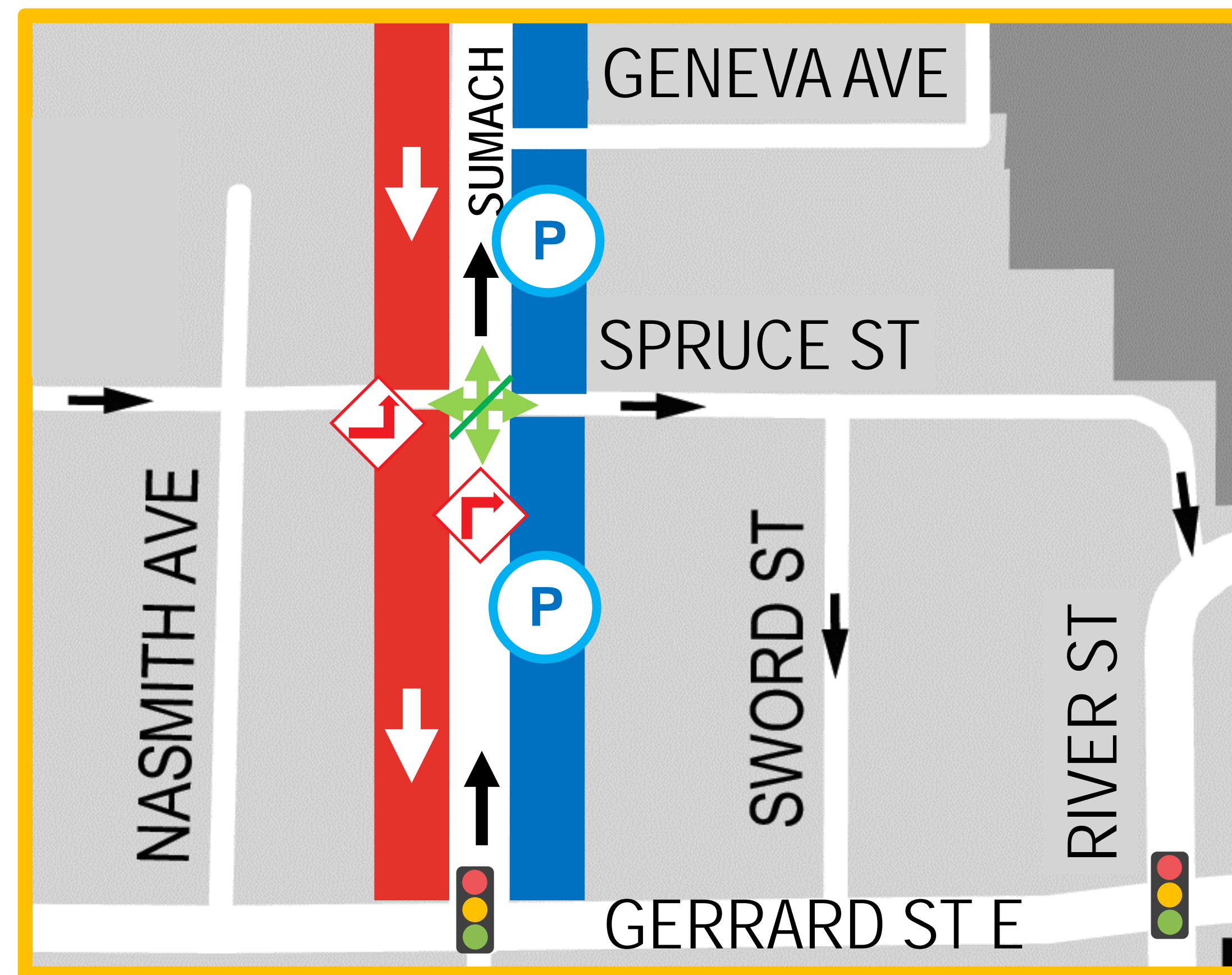
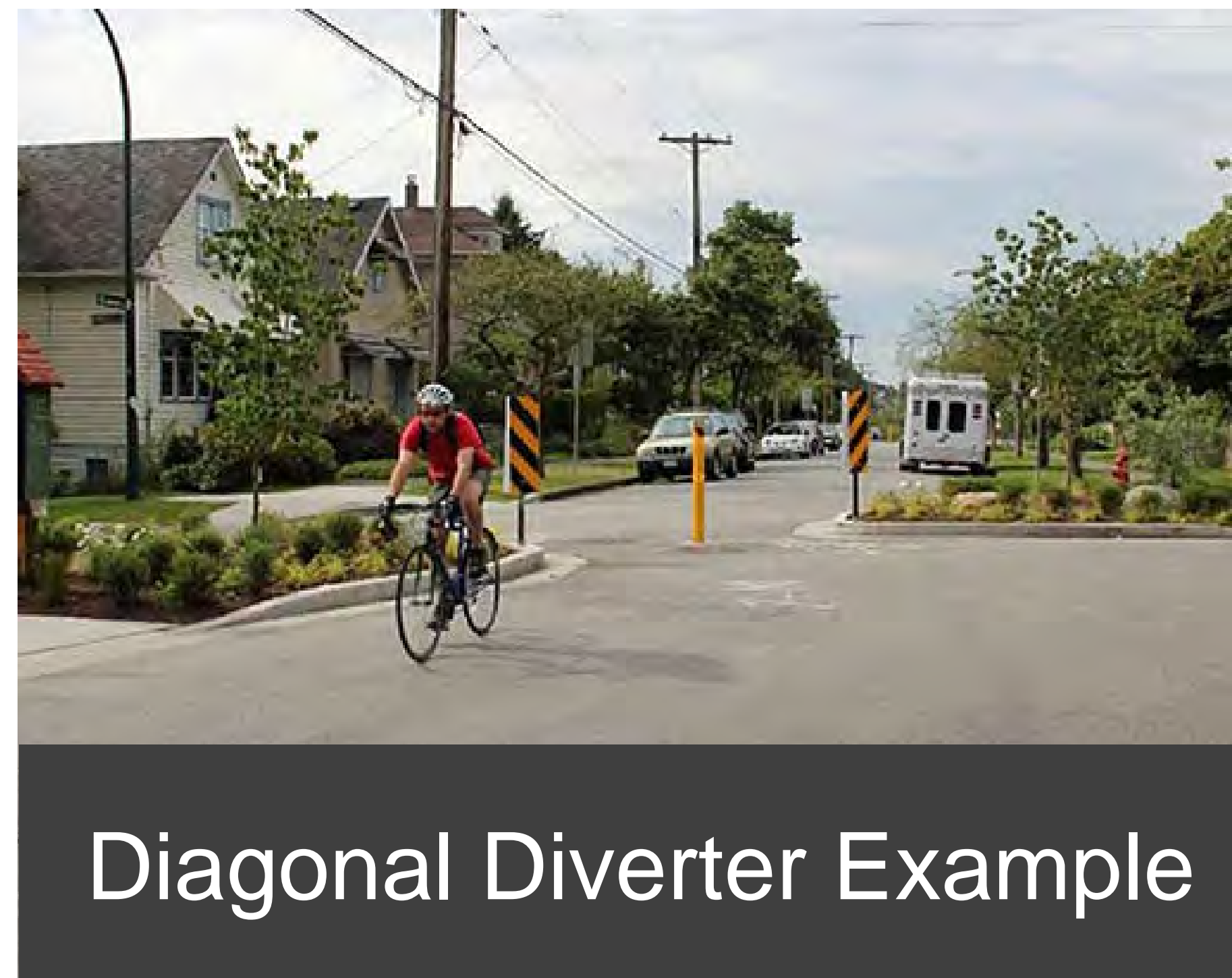
Proposed contra-flow bike lane



Existing parking



Existing traffic signal



Sumach St (Wellesley St E to Gerrard St E)

Contra-flow and Directional Flip

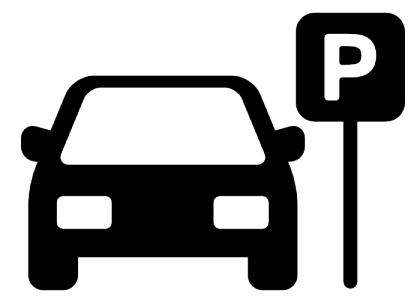
Option **1c**



- Southbound contra-flow bike lane on west side (Wellesley St E to Carlton St and Spruce St to Gerrard St E)
- Northbound contra-flow bike lane on east side (Spruce St to Carlton St)



Direction flow for motor vehicles changes to southbound (Carlton St to Spruce St)



Parking moves permanently to west side (Carlton St to Spruce St), 2 parking spaces gained

- Proposed contra-flow bike lane
- Existing parking
- Proposed parking
- Existing vehicular flow
- Proposed vehicular direction
- Existing traffic signal



Sumach St Options Comparison

The City is seeking public feedback on options for Sumach St including. Only one of these option would be implemented:

Options		Motor Vehicle Flow	Parking	Pros	Cons
1a	Option 1a Contra-flow	No changes	No changes, no reduction	Interventions are minimal – smallest variation from today’s configuration Continuous contra-flow bike lane provided	May not reduce motor vehicle volumes, therefore may not meet recommended shared lane/Neighbourhood Greenway threshold
1b	Option 1b Contra-flow and Diverter	Diagonal diverter added at Spruce St and Sumach St. Vehicles must turn Northbound on Sumach St must turn east onto Spruce St Eastbound on Spruce St must turn north onto Sumach St	Potential reduction of 2 parking spaces	Northbound vehicle volumes reduced on Sumach St Continuous contra-flow bike lane provided	Driving straight through the Spruce St and Sumach St intersection would no longer be allowed requiring an alternate route Additional traffic volumes may be added to adjacent streets
1c	Option 1c Contra-flow and Directional Flip	Direction flow for motor vehicles changes to southbound (Carlton St to Spruce St)	Parking moves permanently to west side (Carlton St to Spruce St), 2 parking spaces gained No parking changes between Wellesley St E and Carlton St and Spruce St to Gerrard St E	Northbound vehicle volumes reduced on Sumach St Compared to Option 1a, eastbound vehicles on Spruce St can continue through at Sumach St Parking gain (2 spaces)	Vehicles normally using Sumach St would be required to use an alternate route to get to the north section of Sumach St Additional traffic volumes may be added to adjacent streets Continuous contra-flow bike lane not provided

2

Sackville Street

Wellesley to Gerrard

Sackville St (Wellesley St E to Gerrard St E)

Contra-flow

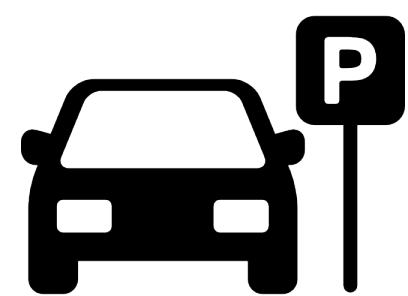
Option **2a**



Northbound contra-flow bike lane on east side
Bike signal at Gerrard



No changes to direction flow for vehicles

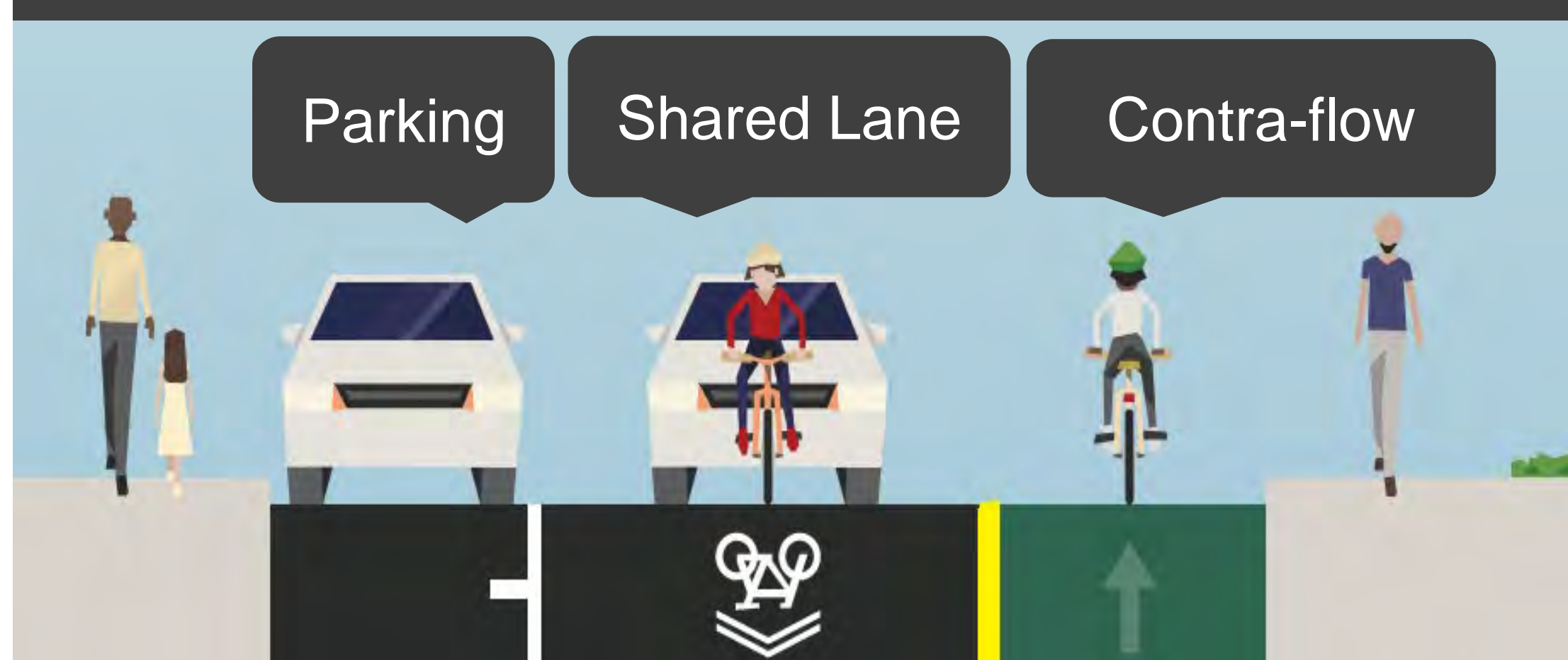


No changes to parking, no parking reduction

Existing



Looking North



- Proposed contra-flow bike lane
- Existing parking
- Proposed parking
- Proposed bike signal
- Existing traffic signal

* This option would not reduce non-local traffic infiltration.



Sackville St (Wellesley St E to Gerrard St E)

Contra-flow and Directional Flip

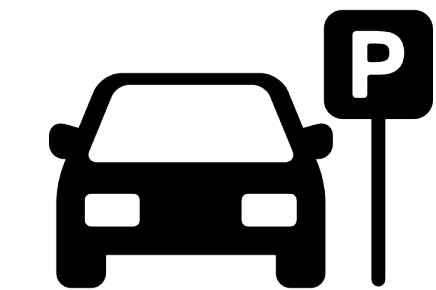
Option **2b**



- Northbound contra-flow bike lane on east side (Gerrard St E to Carlton St, Winchester St to Wellesley St E)
- Southbound contra-flow bike lane on west side (Winchester St to Carlton St)
- Bike signal at Gerrard St E



Direction flow for motor vehicles changes to northbound (Carlton St to Winchester St)





Parking moves permanently to east side (Winchester St to Carlton St), no parking reduction

- Proposed contra-flow bike lane
- Existing parking
- Proposed parking
- Existing vehicular flow
- Proposed vehicular direction
- Proposed bike signal
- Existing traffic signal



Sackville St Options Comparison

The City is seeking public feedback on options for Sackville St including. One of these options would be implemented on Sackville St in addition to one option on Sumach St:

Options		Motor Vehicle Flow	Parking	Pros	Cons
	Option 2a Contra-flow	No changes	No changes, no parking reduction	Interventions are minimal – smallest variation from today’s configuration Continuous contra-flow bike lane provided	May not reduce motor vehicle volumes, therefore may not meet recommended shared lane/Neighbourhood Greenway threshold
	Option 2b Contra-flow and Directional Flip	Direction flow for motor vehicles changes to northbound (Carlton St to Winchester St)	Parking moves permanently to east side (Winchester St to Carlton St), no parking reduction No parking changes between Wellesley St E and Winchester St and Carlton St to Gerrard St E	Southbound vehicle volumes reduced on Sackville St	All access is maintained, but driving patterns would change Continuous contra-flow bike lane not provided

3

Winchester Street

Ontario St to Riverdale Park

Ontario Street

Winchester St to Carlton St

Winchester St (Rose Ave to Ontario St)

Contra-flow

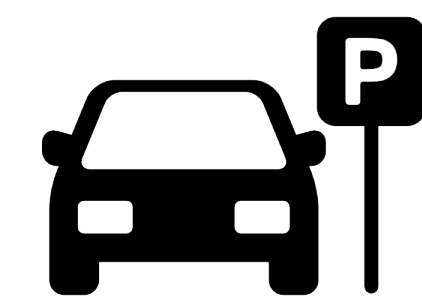
Option **3a**



- Westbound contra-flow bike lane north side (Parliament St to Ontario St)
- Shared lane markings/sharrows (Parliament St to Riverdale Park)
- Westbound bike signal at Parliament St



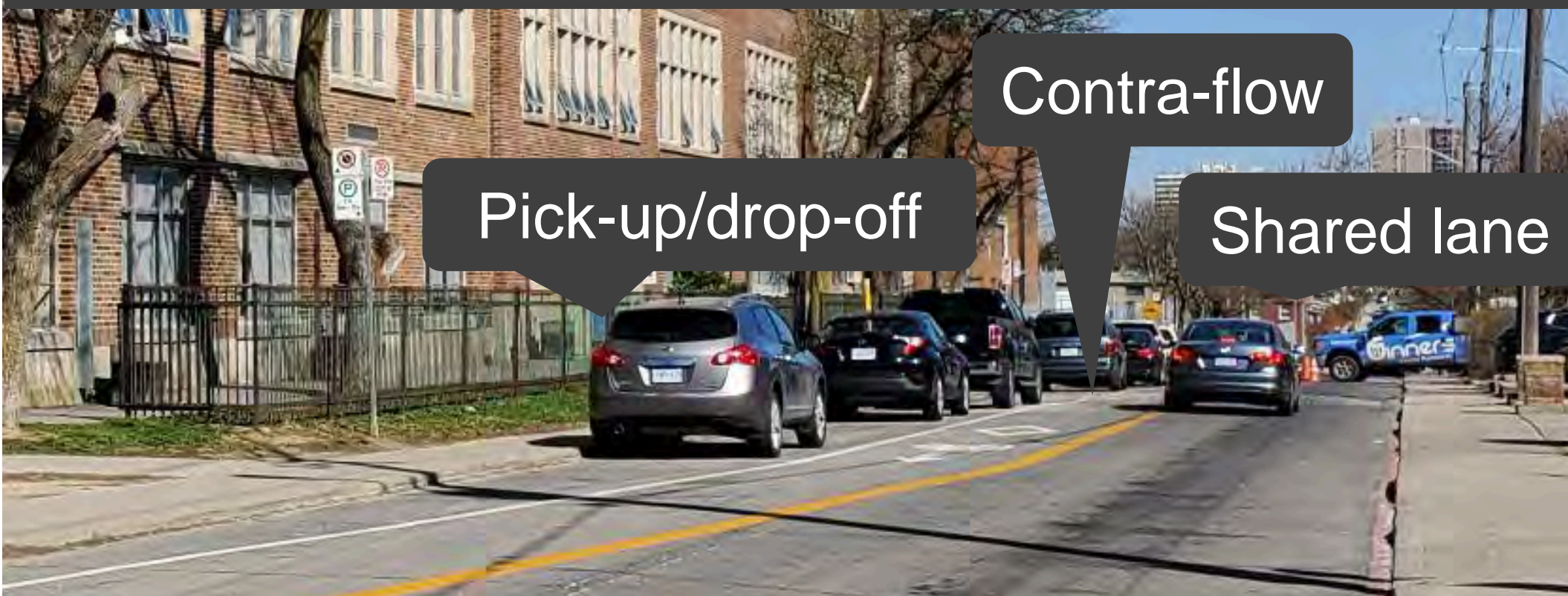
- No changes to direction flow for vehicles.
- Stop sign and crossing at Ontario St and Winchester St.



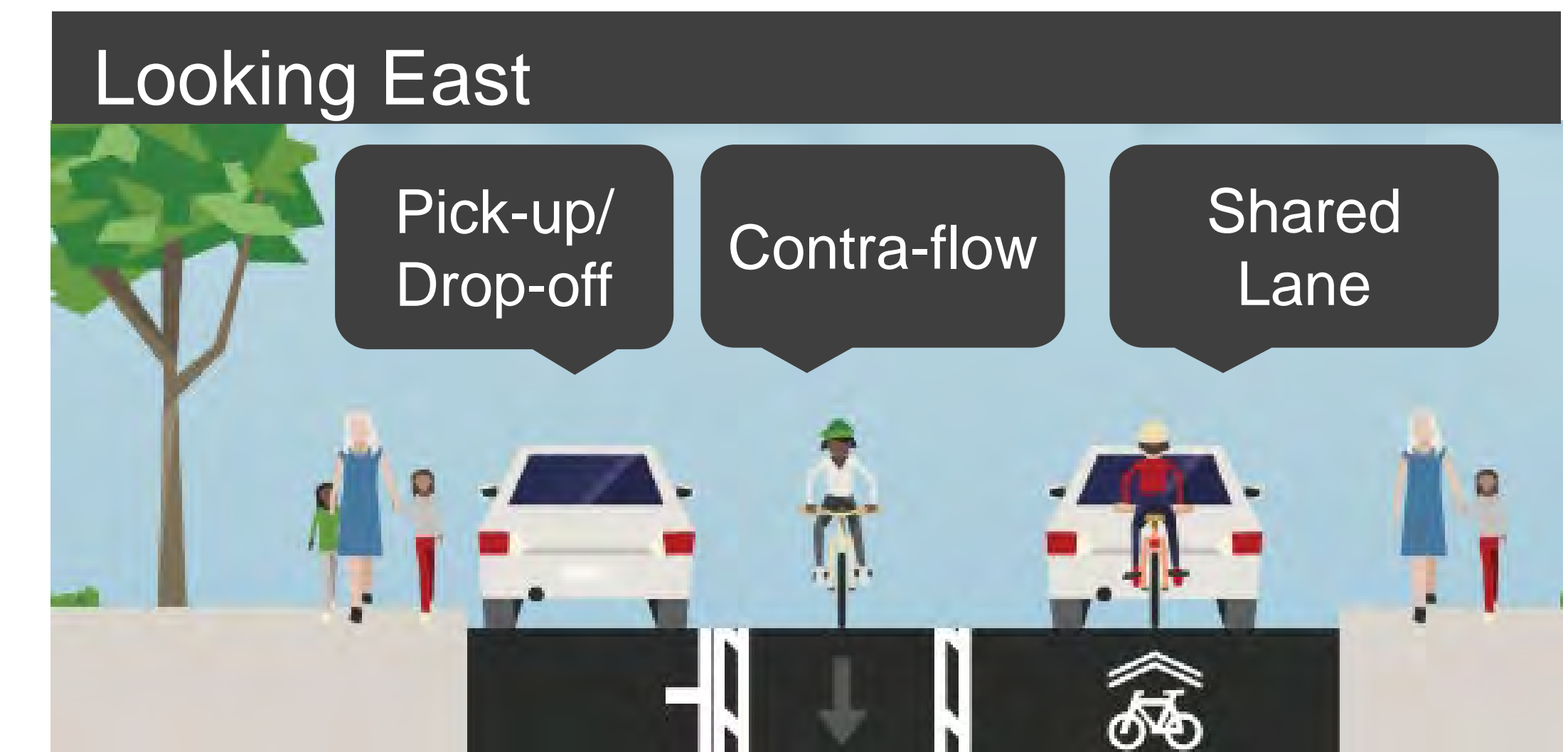
- Removal of 13 permit parking spaces (6pm to 10am).
- Reduction of 7 spaces for pick-up/drop-off on Winchester St.
- Formalize 4 pick-up/drop-off spaces on Rose Ave.



Example of a student pick-up/drop-off with contra-flow bike lane



- Proposed contra-flow bike lane
- Proposed shared lane
- Proposed student pick-up/drop-off
- Existing parking
- Proposed parking removal
- Existing vehicular flow
- Proposed stop sign
- Proposed bike signal
- Existing traffic signal



Winchester St (Rose Ave to Ontario St)

Two-way Wayfinding Route for People on Bikes

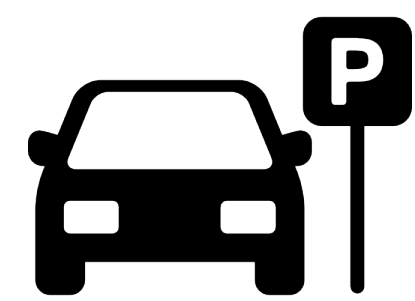
Option **3b**



- Westbound contra-flow bike lane north side (Parliament St to Ontario St)
- Shared lane markings/sharrows (Parliament St to Riverdale Park and Ontario St to Rose Ave)
- Westbound bike signal at Parliament St
- People on bikes allowed to travel both directions



- No changes to direction flow for vehicles.
- Stop sign and crossing at Ontario St and Winchester St.



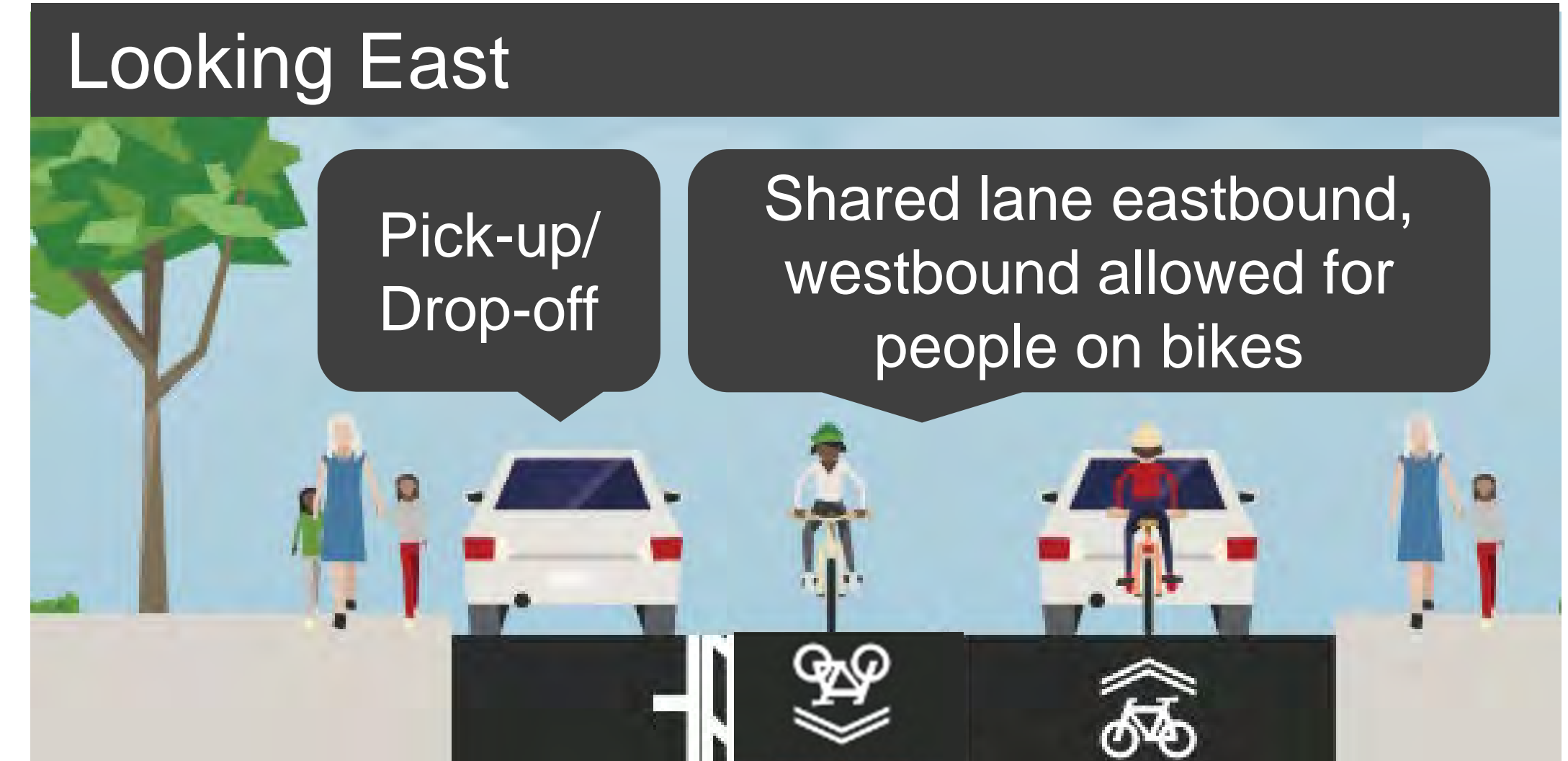
- Removal of 13 permit parking spaces (6pm to 10am).
- Reduction of 7 spaces for pick-up/drop-off on Winchester St.
- Formalize 4 pick-up/drop-off spaces on Rose Ave.



Example of a one-way for motor vehicles + two-way for people cycling

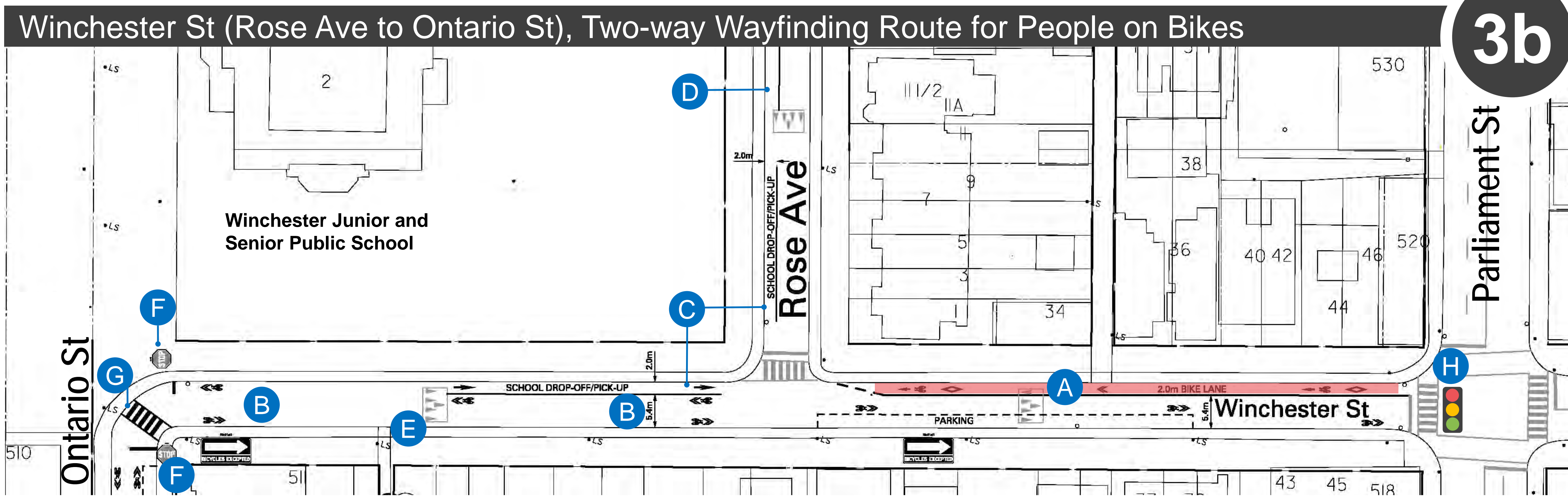
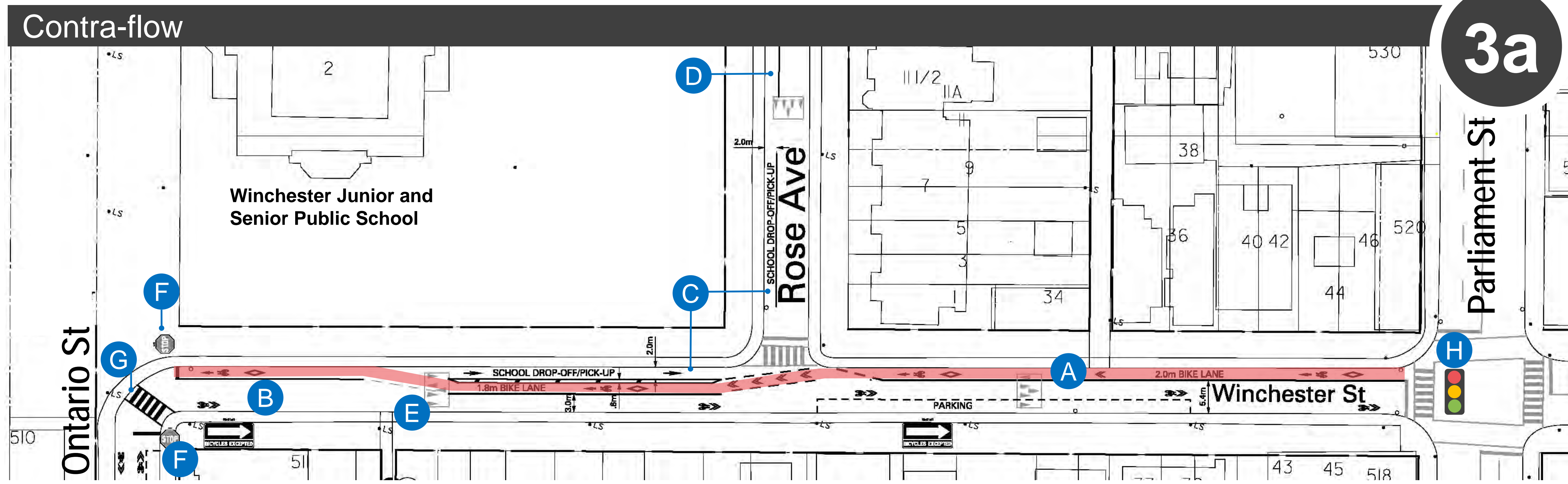


- Proposed contra-flow bike lane
- Proposed shared lane
- Proposed student pick-up/drop-off
- Existing parking
- Proposed parking removal
- Existing vehicular flow
- Proposed stop sign
- Proposed bike signal
- Existing traffic signal



Winchester St Options

- A** Contra-flow bike lane
- B** Shared lane wayfinding route
- C** Student pick-up and drop-off
- D** Bus loading zone (no change)
- E** Parking removal (south side between Ontario St and Rose Ave)
- F** Stop sign
- G** Pedestrian crossing
- H** Bike signal



Ontario St (Carlton St and Aberdeen Ave)

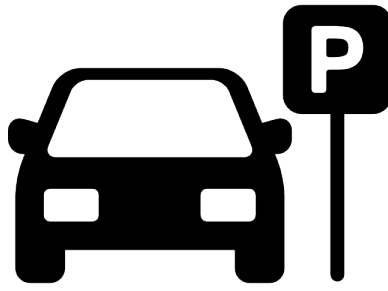
Contra-flow

Proposal

3c



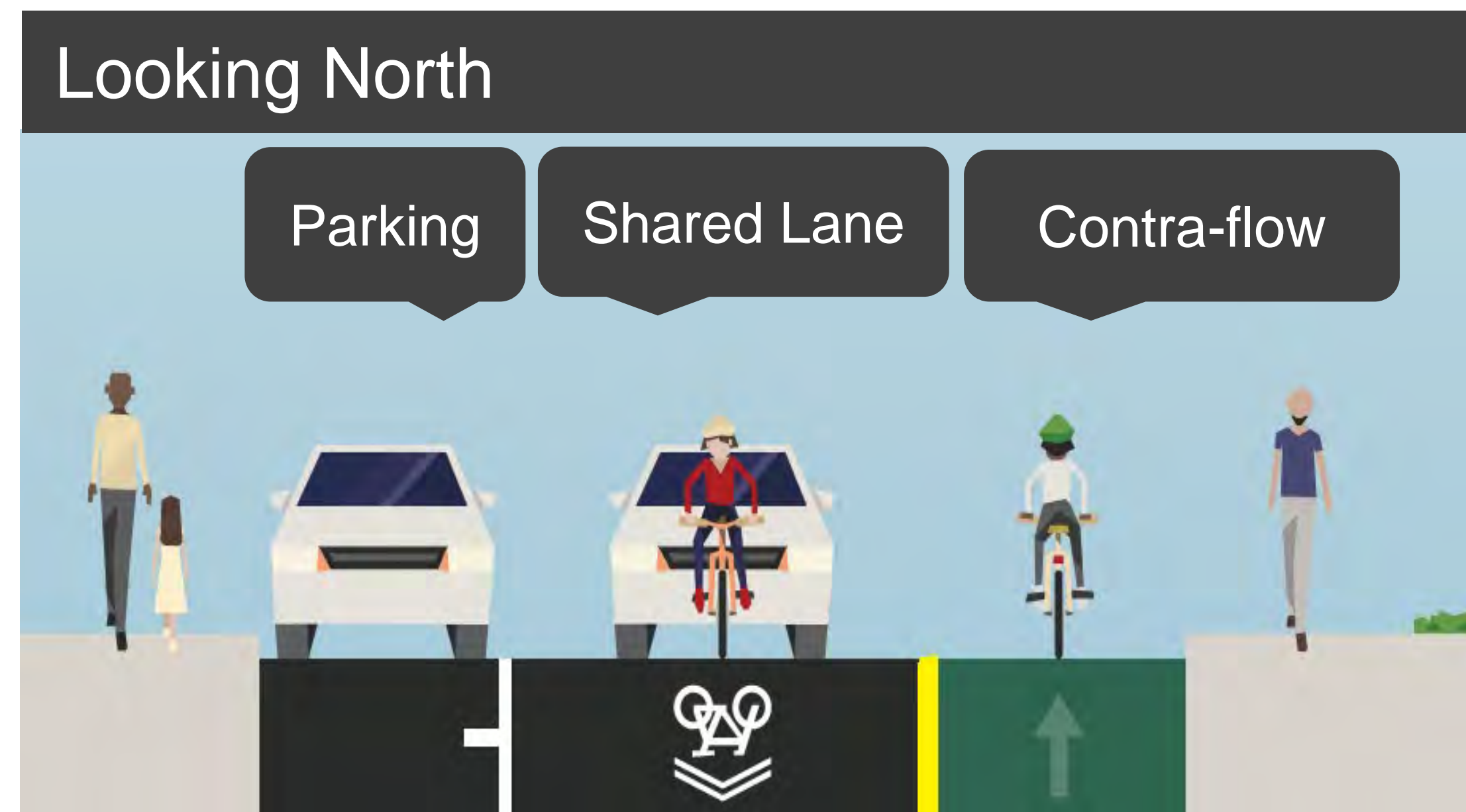
Northbound contra-flow bike lane on east side (Carlton to Aberdeen)



No changes to direction flow for vehicles.
Stop sign and crossing at Ontario St and Winchester St.






Parking changes permanently to west side (Aberdeen to Carlton), no parking reduction



- Proposed contra-flow bike lane
- Proposed shared lanes
- Existing parking
- Proposed parking
- Existing vehicular flow
- Proposed stop sign
- Existing traffic signal

Winchester St and Ontario St Options Comparison

The City is seeking public feedback on options for Winchester St and Ontario St. The bike signal and bikeway on Winchester St will provide a safe east-west connection across Parliament St, filling the gap between existing cycling connections. One option 3 would be implemented on Winchester St and on Ontario St. These would be implemented in addition to proposals on Sumach St and Sackville St.

Options/Proposal		Motor Vehicle Flow	Parking	Pros	Cons
	Option 3a Contra-flow (Winchester St)	No changes Stop sign and crossing at Ontario St and Winchester St	Removal of 13 permit parking spaces (6pm to 10am). Reduction of 7 spaces for pick-up/drop-off on Winchester St. Formalizing 4 pick-up/drop-off spaces on Rose	Provides a safe and legal east-west connection for people cycling across Parliament St. The new stop sign and pedestrian crossing at Ontario St and Winchester St will improve pedestrian safety (better sight lines due to changes to parking and loading)	In order to maintain student pick-up and drop-off on the north side of the street, the contra-flow is not in an ideal position. Reduced pick-up/drop-off area for school Removal of permit parking spaces
	Option 3b Two-way Wayfinding Route for People on Bikes (Winchester St)	Same as Option 3a	Same as Option 3a	Same as Option 3a	In order to maintain student pick-up and drop-off on the north side of the street, the westbound shared lane is not in an ideal position. Reduced pick-up/drop-off area for school Removal of permit parking spaces
	Proposal 3c Contra-flow (Ontario St)	No changes	Parking changes permanently to west side (Aberdeen to Carlton), no parking reduction	Provides a safe and legal north-south connection	Parking will be adjacent to Winchester Square

4

River St Connection to Riverdale Park

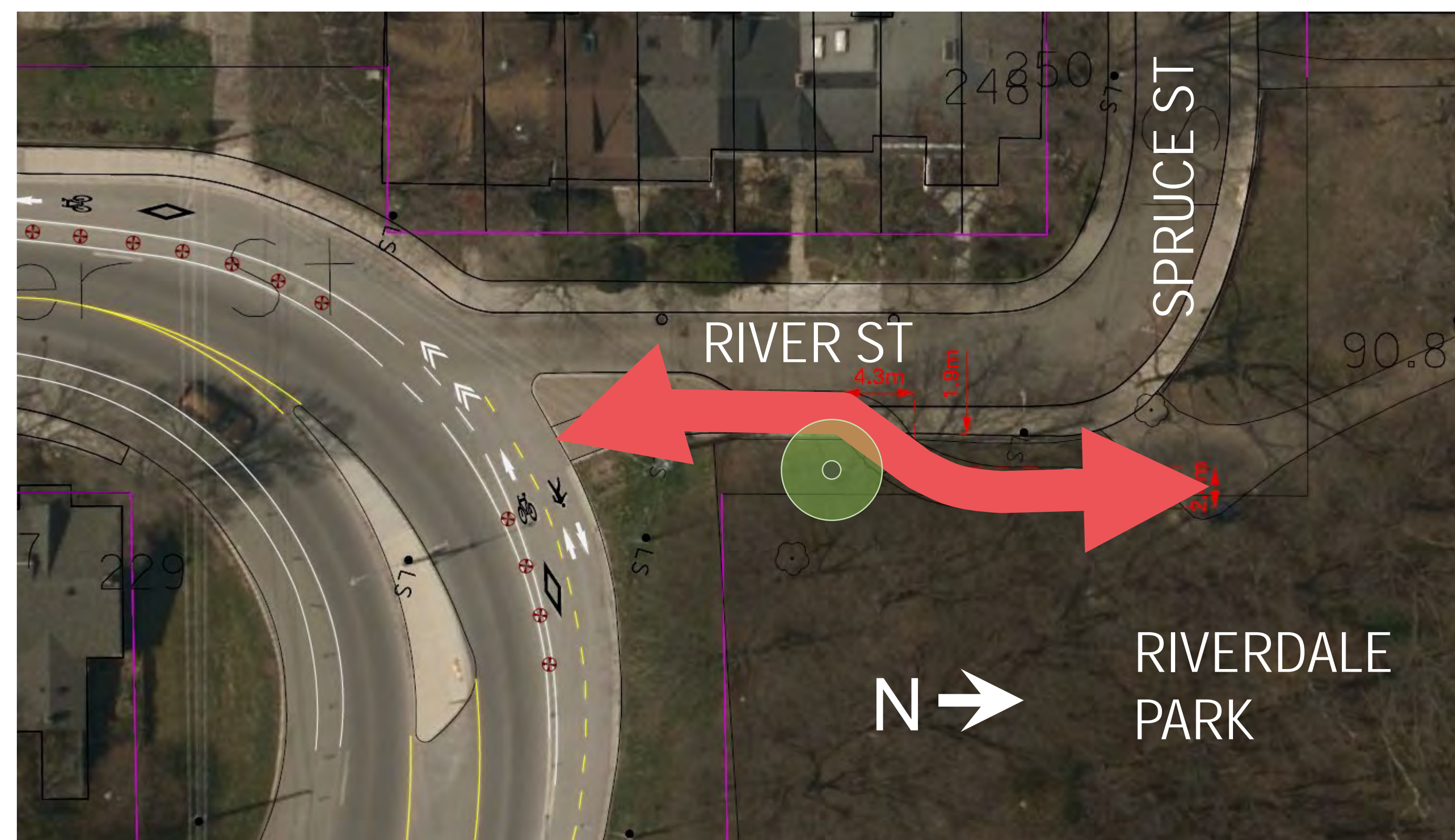
River St Connection Multi-use Trail



Proposal

4

The City is planning to build a multi-use trail to connect the existing River Street multi-use trail to Riverdale Park on River Street.

The concept below contours an existing mature tree to avoid removal. Transportation Services is working with Urban Forestry, Parks and Recreation and Toronto Regional Conservation Authority to develop the design. This civil construction will likely be on separate timeline for implementation.



-  Multi-use trail
-  Existing tree



River Street connection facing Riverdale Park and Spruce Street

Next Steps

Engagement

Stakeholder meetings
Preliminary design
Public Drop-in
Feedback period open until May 11, 2023

Feb-April 2023

Council Reporting

Infrastructure and Environment Committee
Opportunity for deputations

June 2023

Monitoring

Make required adjustments

Fall 2023-2024

Late 2022- April 2023

Background

Analyzing existing conditions

May-June 2023

Design Development

Based on consultation feedback, design refinement

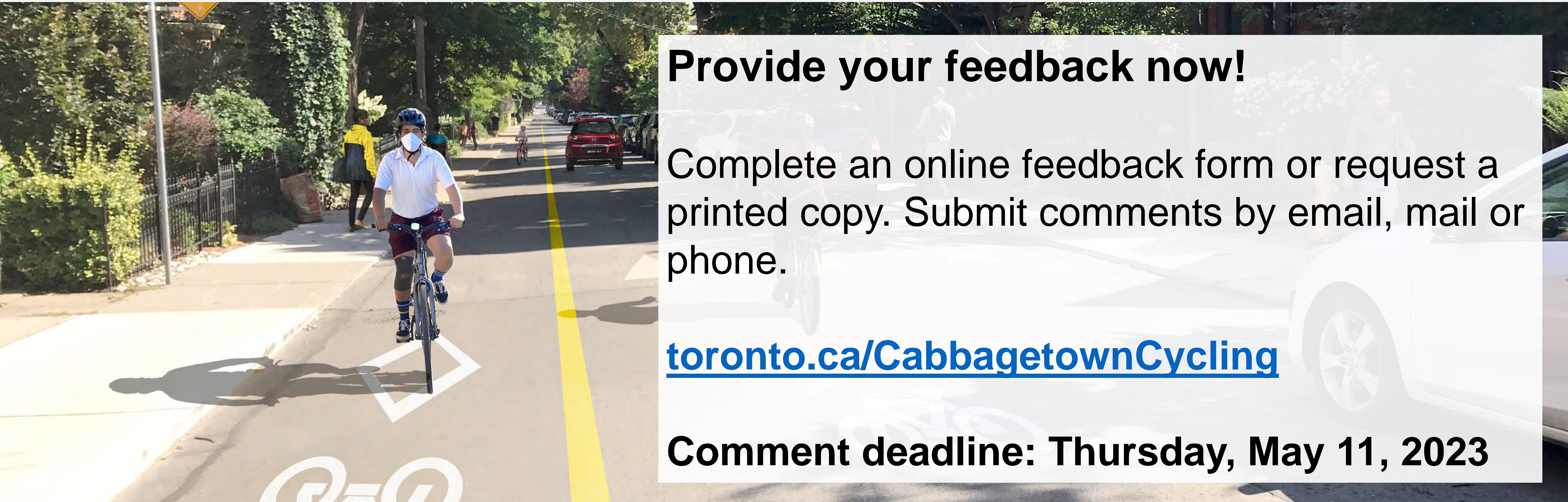
Summer/Fall 2023

Installation

Following installation, the City will:

1. Observe new travel behaviour along the corridor and on parallel streets
2. Conduct new traffic counts on affected streets
3. Continue to collect, record and analyze feedback
4. Evaluate before and after conditions
5. Implement upgrades that can improve the project

Thank you!



Provide your feedback now!

Complete an online feedback form or request a printed copy. Submit comments by email, mail or phone.

toronto.ca/CabbagetownCycling

Comment deadline: Thursday, May 11, 2023

CONTACT US

If you have any questions or concerns, please contact:

Jason Diceman, Senior Public Consultation Coordinator

jason.diceman@toronto.ca

416-338-2830