



Weston Cycling Connections

Public Meeting | November 28, 2023

Weston Cycling Connections | Overview



Weston Cycling Connections will be the first on-street cycling facilities within the Weston neighbourhood.

This project will take place over three phases.

Project goals:

- **Build upon the many traffic calming efforts** in the Weston neighbourhood
- **Improve safety for all road users** with a focus on pedestrians and people cycling
- **Create convenient connections** to amenities, services and destinations to help make cycling a safe and viable transportation option for the Weston community

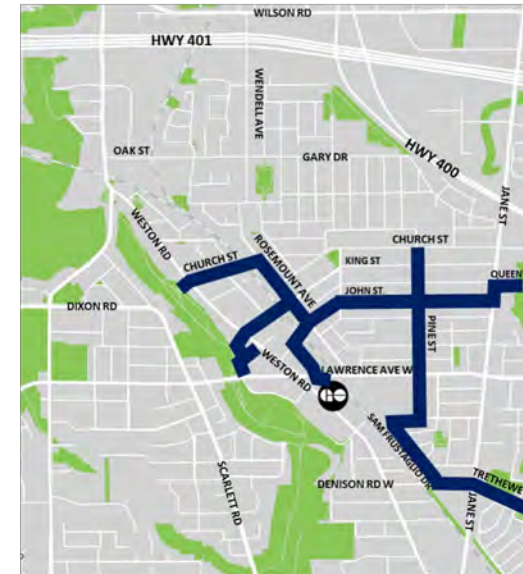
PHASE 1 - 2024



North-south connections:

- Pine Street, Wright Avenue, Sam Frustaglio Drive

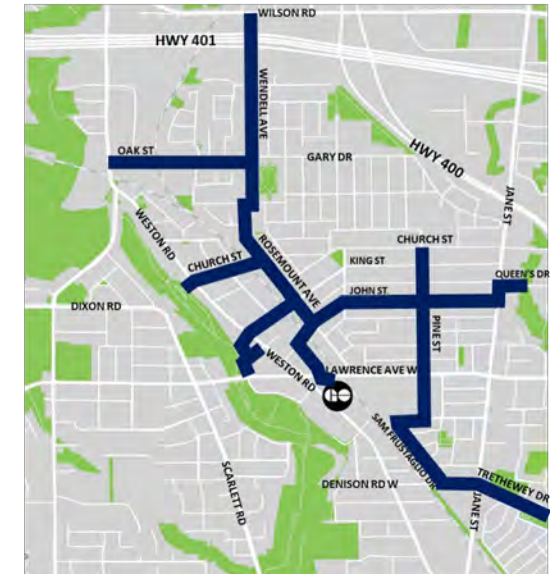
PHASE 2 - 2025



East-west connections to the Maple Leaf and Rustic neighbourhoods, Humber River Recreational Trail, Trethewey Drive, and Weston GO station

- Considering Church Street, John Street, King Street, Queen's Drive, King's Crescent and Little Avenue

PHASE 3 - 2026



Further north-west connections to Weston Road and crossing Highway 401 to Wilson Avenue:

- Considering Rosemount Avenue, Wendell Avenue, Gary Drive and Oak Street

Weston Cycling Connections | Phase 1 - 2024



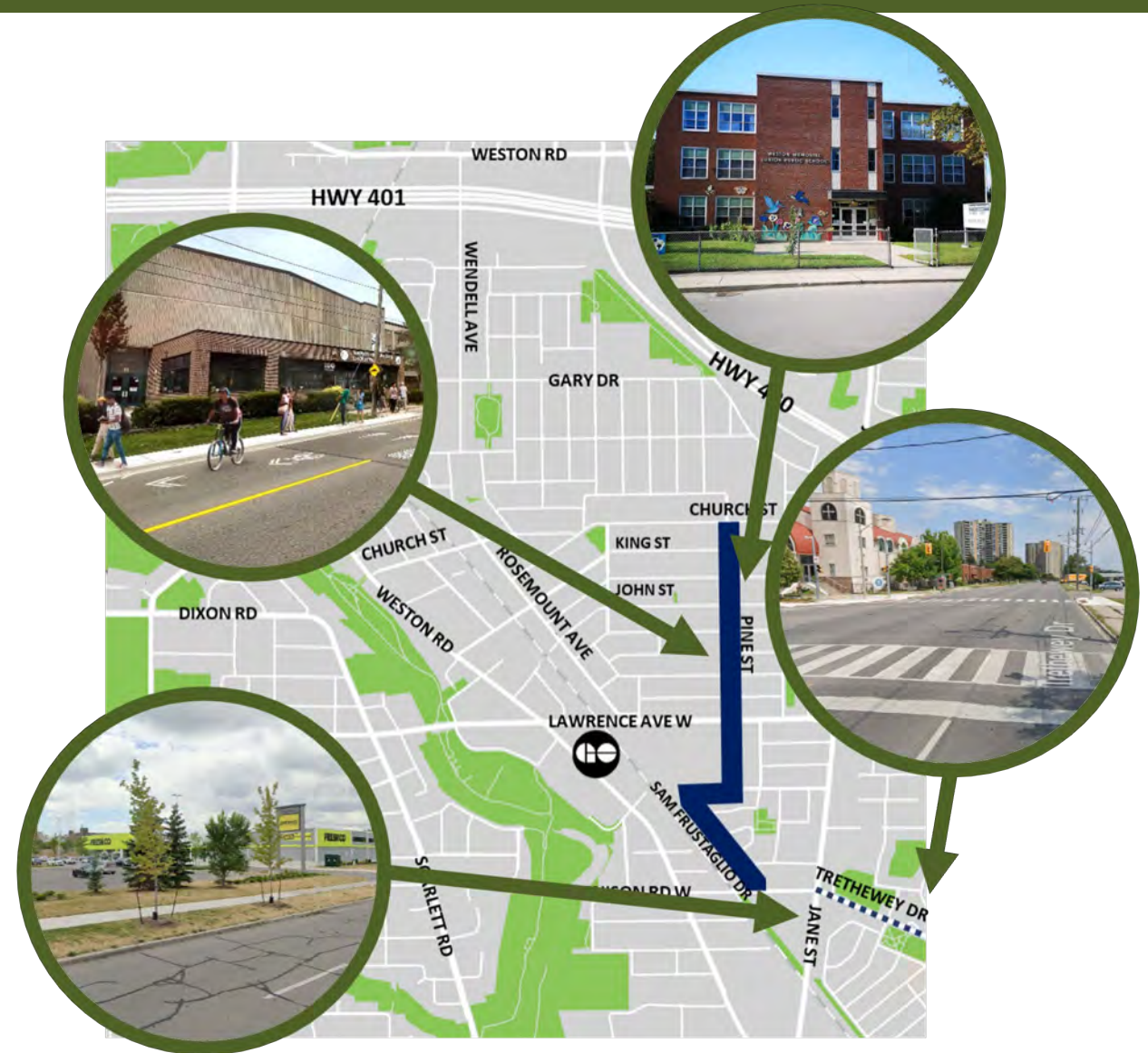
It's proposed to grow the Weston cycling network over time in consultation with the community.

PHASE 1 - 2024

In 2024, it's proposed to implement north-south connections along Sam Frustaglio Drive, Wright Avenue and Pine Street from Denison Road East to Church Street.

This route will connect to:

- A new bikeway on Trethewey Drive, proposed for installation in 2024, via a connection on Denison Road East that is proposed for installation in 2025
- Schools including Weston Collegiate Institute and Weston Memorial Junior Public School
- Shopping and amenities on Denison Road East



Weston Cycling Connections | Phase 2 - 2025



PHASE 2 - 2025

In 2025, it's proposed to continue to grow Weston Cycling Connections east-west:

- Connecting eastward across Jane Street into the Maple Leaf and Rustic neighbourhoods along a route that could include Church Street, Queen's Drive, King Street and/or John Street. An assessment of the best signalized route to safely cross Jane Street will influence the options for an east-west connection
- Connecting along Denison Road East to a new bikeway proposed for Trethewey Drive
- Connecting westward to the Humber River Recreational Trail along a route that could include King's Crescent and Little Avenue
- Connecting to the Weston GO station and nearby developments with a route that could include John Street and South Station Street

Exact routes and facility types will be determined through ongoing study. Public consultation for Phase 2 is expected to take place in 2024.



Weston Cycling Connections | Phase 3 - 2026



PHASE 3 - 2026

In 2026, it's proposed to extend Weston Cycling Connections north and west:

- Connecting northward and crossing Highway 401 to Wilson Avenue, which is under study for bikeways, via Rosemount Avenue and Wendell Avenue
- Connecting westward to Weston Road, which is also under study for bikeways, via Gary Drive and Oak Street

Exact routes and facility types will be determined through ongoing study. Public consultation for Phase 3 is expected to take place in 2025.



Toronto's Cycling Network Plan



Weston Cycling Connections is part of the Cycling Network Plan Update for 2022-2024, which was approved by Toronto City Council and builds on the existing network of cycling routes with the following goals:



Connect

Connect gaps in the network, and people to places



Grow

Grow the cycling network into new parts of the city

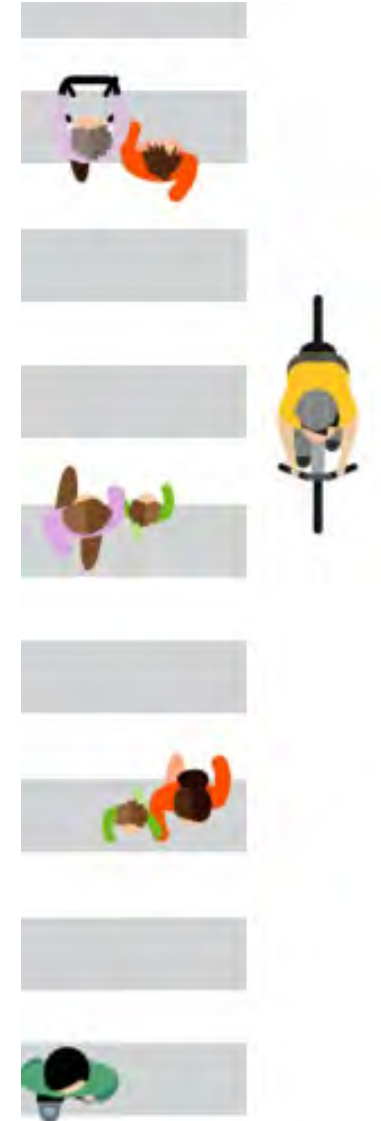


Renew

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

Past studies have also identified different cycling routes within the Weston neighbourhood:

- 2016: Cycling Network Quiet Street Routes
- 2018: (Former) Ward 11 Pedestrian Safety and Cycling Committee Action Plan
- 2019: York South-Weston Neighbourhood Improvement Area Planning Tables



Toronto's Cycling Network Plan | Policy Rationale



The City's Cycling Network Plan is informed by guiding documents and policy objectives, including:



Official Plan Goals

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



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 users by prioritizing the safety of our most vulnerable road users



TransformTO: Climate Action Strategy

Targets 75% of trips under 5 km are walked or cycled by 2050



Complete Streets Guidelines

Streets are for people, placemaking and prosperity. Complete streets consider all modes, prioritize safety, and balance the need to move people and goods, while recognizing streets as places



Reduce Reliance on Motor Vehicles

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



Encouraging People of All Ages and Abilities to Ride

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



Office of Recovery and Rebuild COVID-19

Accelerate or make permanent the initiatives taken quickly to support crisis response during COVID-19. Create a healthy, less car-dependent and connected city for all uses, ages and abilities.

Toronto's Cycling Network Plan | Current Projects



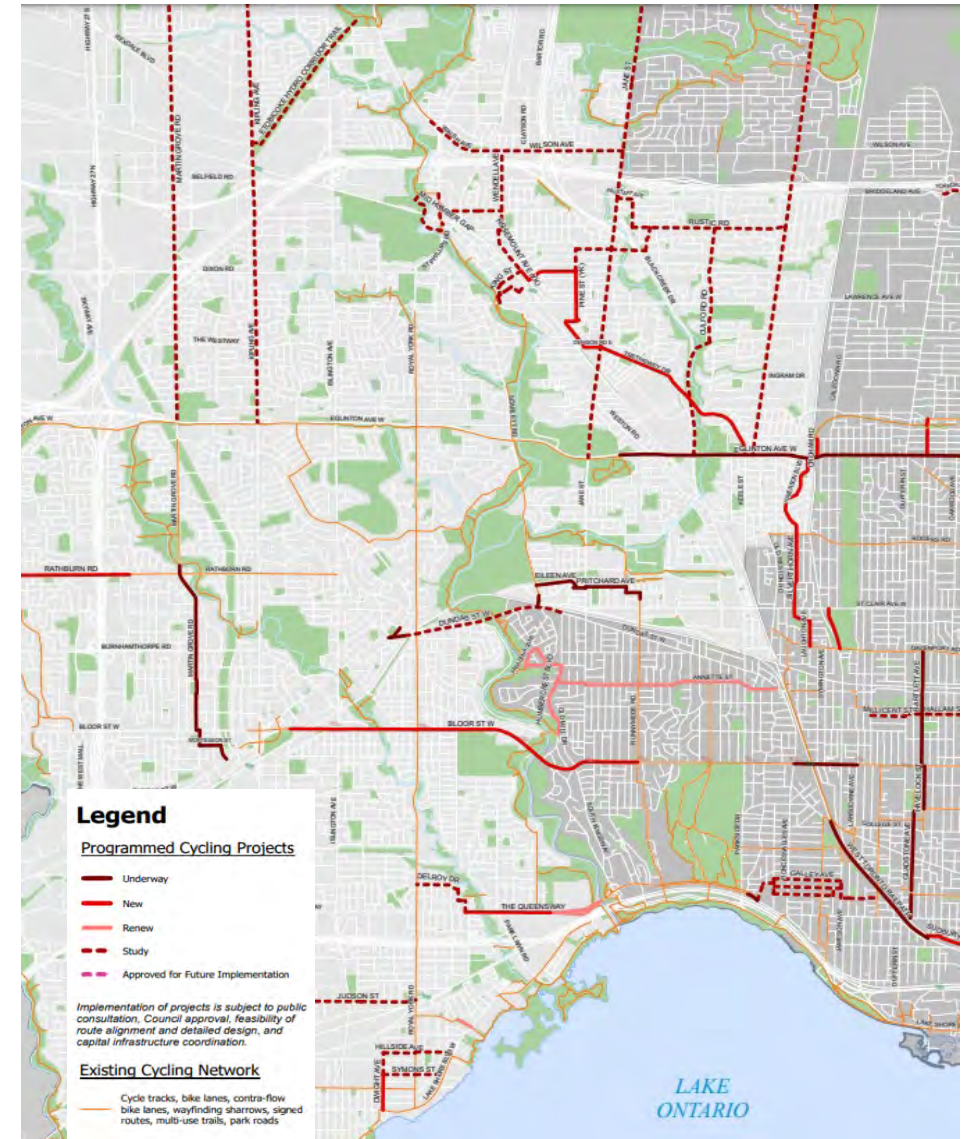
The Cycling Network Plan has a rolling three year near-term implementation program. Current projects in and near Weston include:

- Weston Cycling Connections (proposed for implementation in 2024-2026)
- Trethewey Drive (proposed for implementation in 2024; public consultation in early 2024)
- EglintonTODay Complete Street (proposed for implementation in 2024)
- Maple Leaf and Rustic Neighbourhood Streets Plan (public consultation currently taking place)
- Mid-Humber Gap (currently awaiting reconsideration and decision from Minister of Environment, Conservation and Parks)

Cycling Network Plan Update 2025-2027: toronto.ca/cyclingnetwork

Public consultation is currently underway for the next three year near-term implementation program. The following streets are under consideration as candidates for bikeways in 2025-2027:

- Weston Road
- Wilson Avenue
- Jane Street



Existing Conditions | Neighbourhood



Weston is a diverse neighbourhood with a mix of busy commercial streets, high traffic arterial roads with minimal cycling facilities, and quieter residential streets.



Pedestrians on Weston Road



Cycling beside Denison Road East



Highway 401 underpass at Wendell Avenue

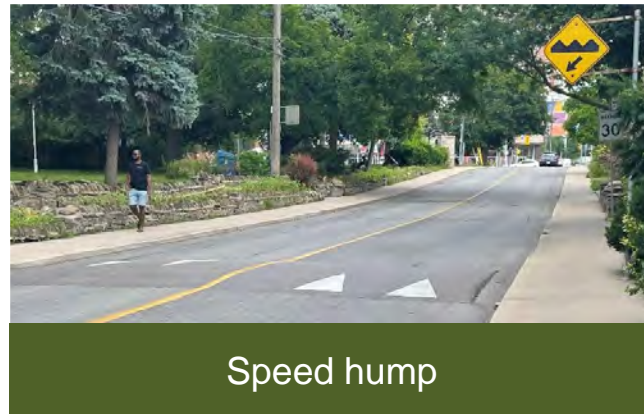
Existing Conditions | Speed Management



Particularly on neighbourhood streets, a diversity of speed management measures have been implemented to increase safety. The Weston Cycling Connections project will build upon these efforts.



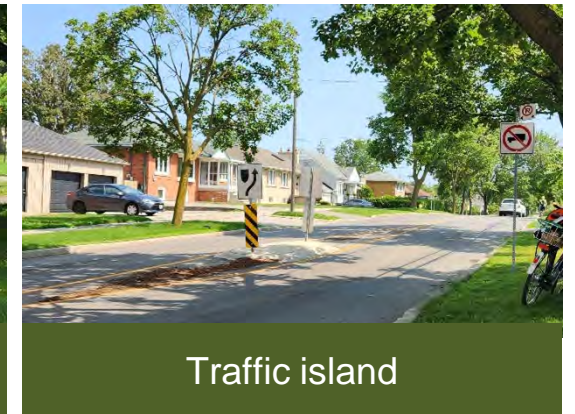
Traffic calming signage



Speed hump



Mid-block curb extension



Traffic island



Raised median



In-road flexible speed signage

Existing Conditions | Collision Data



There have been hundreds of reported collisions in the Weston neighbourhood since 2012. Of these, 33 involved cyclists and four resulted in loss of life or serious injury.

Providing connected routes and safe facilities for vulnerable road users to reach destinations is key to developing an effective cycling network.

A detailed analysis of collisions will help identify trends and locations where safety improvements can be implemented.



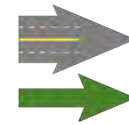


Weston Cycling Connections is proposed to be a Neighbourhood Greenway that will help unify existing traffic calming efforts while creating safe, intuitive and convenient cycling routes throughout the community.

Neighbourhood Greenways are routes where people cycling are given priority by creating an environment with low motor vehicle volumes and speeds, reinforced by signs, pavement markings, and speed and volume management treatments, accompanied by safe and convenient crossings of busy streets.



Why build Neighbourhood Greenways?



Provide parallel routes to major corridors



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



As a Neighbourhood Greenway, Weston Cycling Connections proposes bikeways on streets with low motor vehicle speeds and volumes.

Depending on vehicle volumes and existing roadway widths, the project proposes either bike lanes or shared lane markings.

Bike lanes

- Provide designated roadway space for exclusive use of people cycling
- No driving, standing, stopping, or parking permitted

Shared lane markings

- Designate cycling routes on streets with low motor vehicle volumes and speeds
- Include signs and wayfinding
- May include traffic calming and traffic diversion

This project would be implemented without road reconstruction. Changes would be made over a few short weeks with “quick build” materials such as pavement markings and signage.





Proposed Design PHASE 1 - 2024

Weston Cycling Connections | Phase 1 Overview



It's proposed to grow the Weston cycling network over time in consultation with the community.

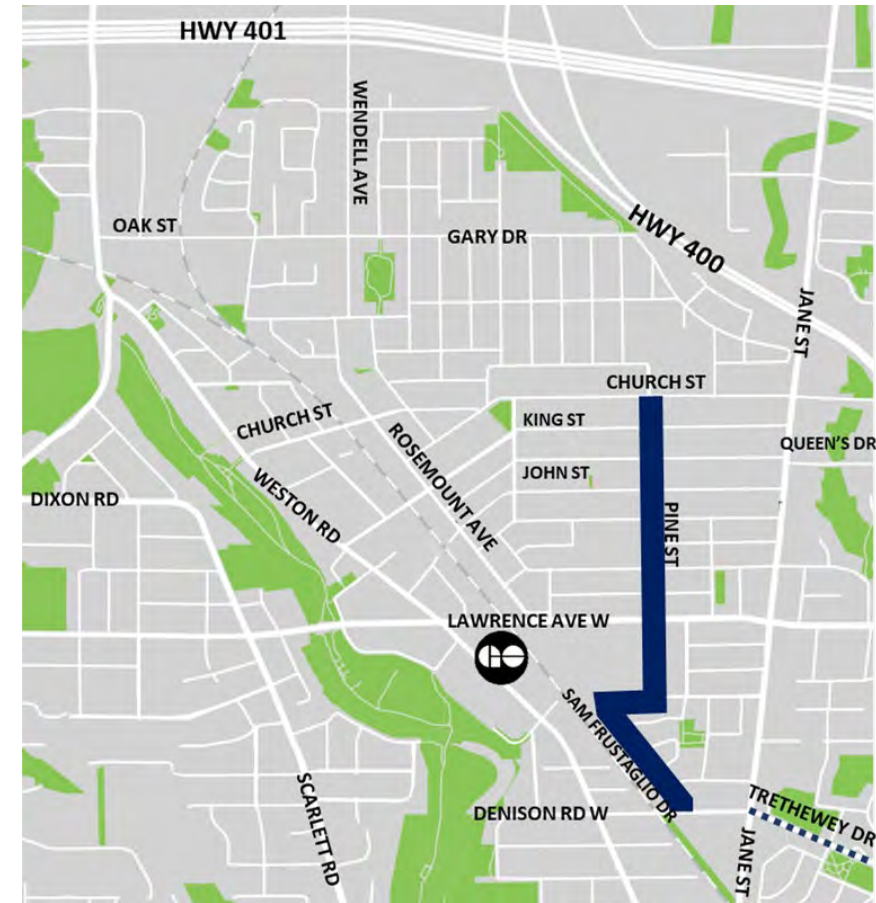
In Phase 1, north-south connections are proposed to be installed in 2024 from Denison Road East to Church Street along:

- Sam Frustaglio Drive
- Wright Avenue
- Pine Street

This route will lay the groundwork for Phases 2 and 3 in 2025 and 2026, including:

- Phase 2 connection with a proposed bikeway on Trethewey Drive, which will undergo public consultation in early 2024
- Phase 3 connections with Weston Road and Wilson Avenue, both currently under study as candidates for future bikeways under the 2025-2027 Cycling Network Plan Update

PHASE 1 - 2024



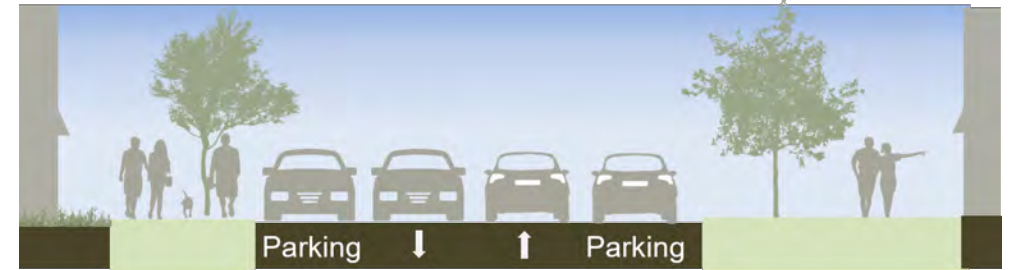
Phase 1 | Sam Frustaglio Drive and Wright Avenue



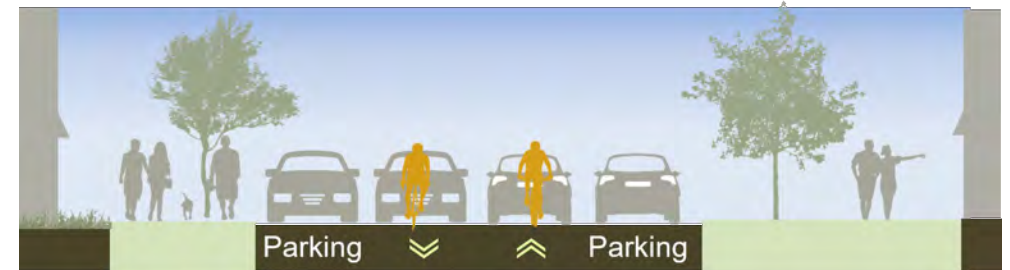
On Sam Frustaglio Drive and the short section of Wright Avenue connecting to Pine Street, motor vehicle volumes are low enough to warrant using shared lane markings to designate the route.

- With this proposal, there would be no impact to existing motor vehicle travel lanes or to street parking.

Existing: 9.1m roadway with two travel lanes. Parking permitted on both sides of the street



Proposed: Shared lanes in both directions

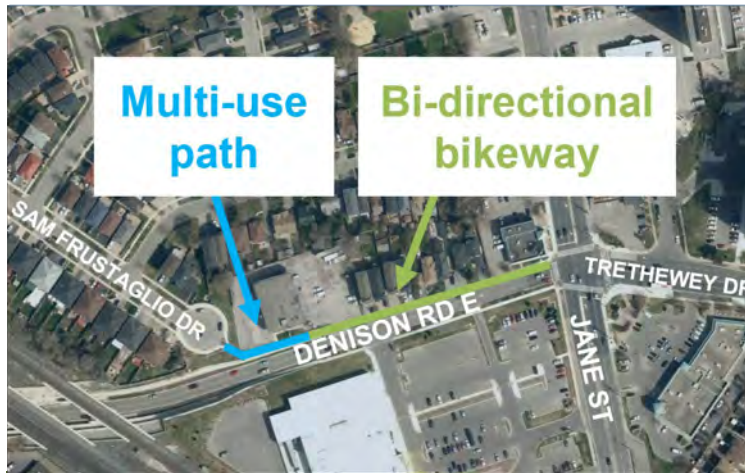


Phase 2 Connection to Trethewey Drive via Denison Road East



A new bikeway is also being proposed on Trethewey Drive. Public consultation for this bikeway will take place in early 2024. To create a connection to the Trethewey Drive bikeway, Phase 2 of Weston Cycling Connections will propose:

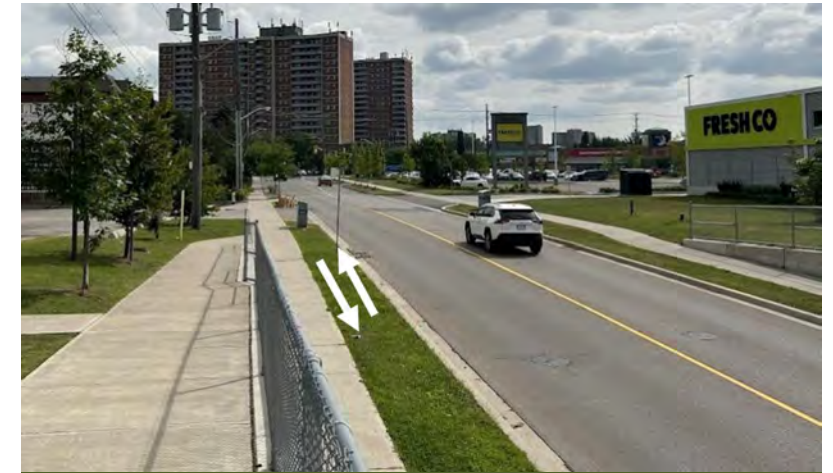
- Upgrading the existing connection from the cul-de-sac of Sam Frustaglio Drive to Denison Road East to create a multi-use path segment.
- Installing a bi-directional protected bikeway in the area next to the sidewalk on north side of Denison Road East from the multi-use path to Jane Street & Trethewey Drive. This will involve the removal and relocation of two trees, but will not impact parking or motor vehicle travel lanes.



Proposed route connecting Sam Frustaglio Drive to Trethewey Drive along Denison Road East



Existing path at the cul-de-sac at the south end of Sam Frustaglio Drive



Bi-directional bikeway proposed to be installed in the area next to the sidewalk on the north side of Denison Road East

Phase 1 | Pine Street - Wright Avenue to Lawrence Avenue West

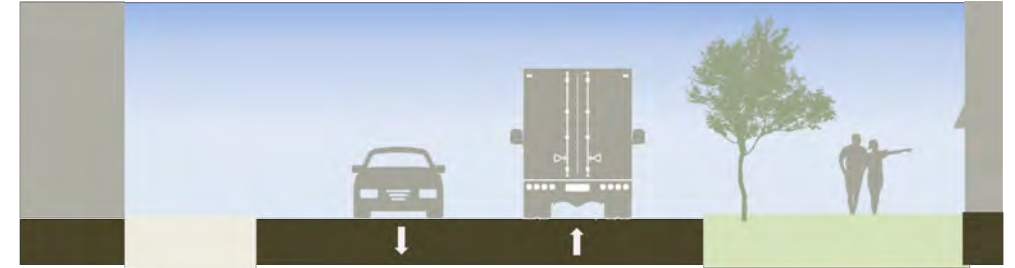


On Pine Street from Wright Avenue to Lawrence Avenue West, motor vehicle volumes are relatively low and a TTC bus loop utilizes the northbound lane for the 32C Eglinton West route and the 79 Scarlett Road route. There are also several driveway entrances serving the businesses on the west side of the street.

There are two options proposed in this section. Option 1 is to implement a southbound buffered bike lane and a northbound shared lane. Option 1 is preferred to Option 2 to accommodate the existing TTC bus stop on the east side of the street near Lawrence Avenue West, while providing separation and visibility at business entrances for people cycling.

- For both options, there would be no impact to existing motor vehicle travel lanes or street parking.
- For both options, it is proposed to add in-road flexible speed signage to the roadway and bicycle crossing signals at Lawrence Avenue West.

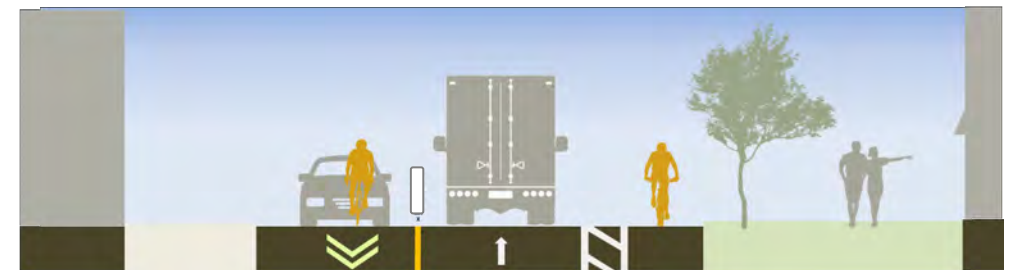
Existing: 8.5m roadway with two travel lanes. Parking prohibited.



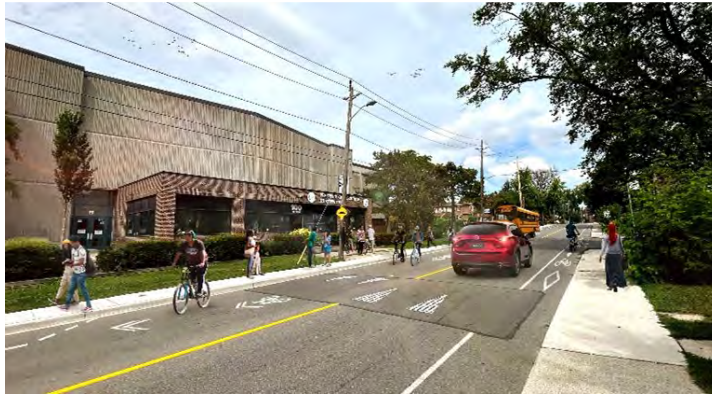
Option 1 (preferred): Southbound buffered bike lane, northbound shared lane



Option 2: Northbound buffered bike lane, southbound shared lane.



Phase 1 | Pine Street - Lawrence Avenue West to Church Street

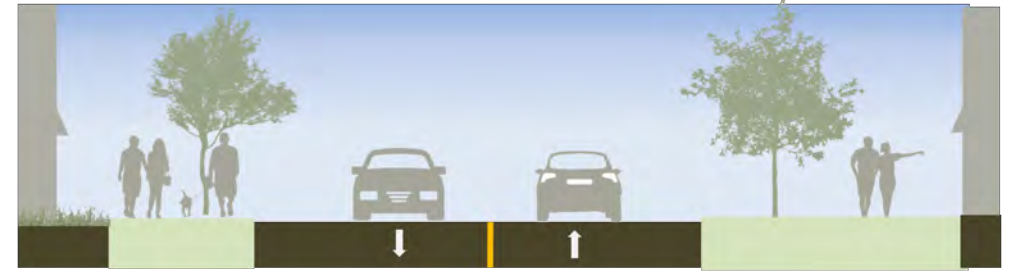


For Pine Street from Lawrence Avenue West to Church Street, there are two options proposed. Option 1 is to implement bike lanes on both sides of the street, while Option 2 is to implement shared lanes in both directions. Option 1 is preferred to Option 2 to improve safety for people cycling and predictability for people driving by providing clear separation from motor vehicle lanes.

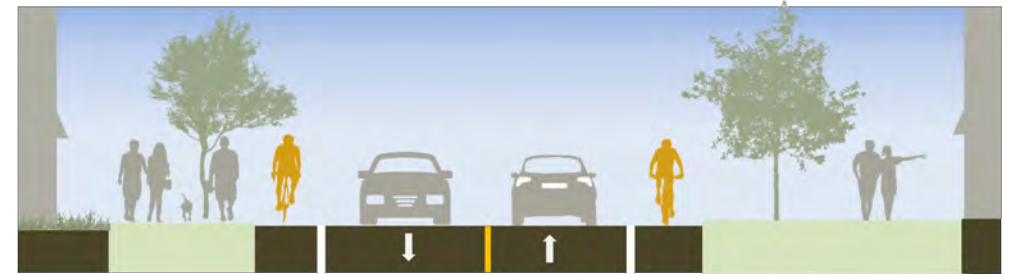
For the section directly in front of Weston Collegiate Institute, Option 1 proposes introducing shared lane markings to accommodate the existing school bus loading zone.

- Option 1 would not impact existing motor vehicle travel lanes but it would require the removal of 17 designated street parking spaces between Church Street and Queen's Drive.
- Option 2 would not impact motor vehicle travel lanes or street parking.

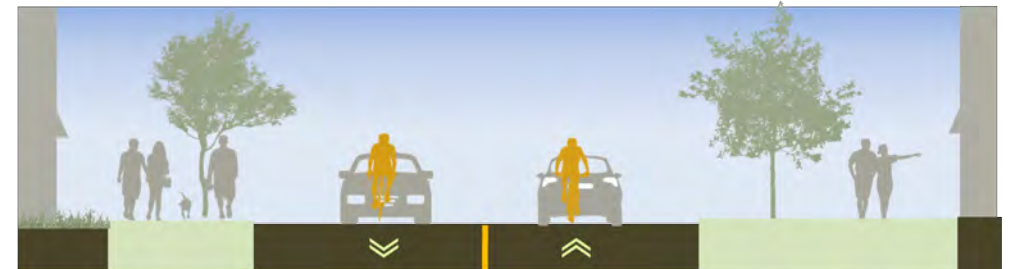
Existing: 9.1m roadway with two travel lanes. Parking permitted on west side of roadway between Church Street and Queen's Drive.



Option 1 (preferred): Bike lanes on both sides of the street



Option 2: Shared lanes in both directions



Phase 1 | Pine Street Parking Impacts



Implementing bike lanes on Pine Street would require the removal of 17 designated street parking spaces between Church Street and Queen's Drive. These spaces are currently available for parking in the evening after 6 p.m., for one hour on weekends, or by permit at other times.

Rationale for parking space removal:

- Street parking is already prohibited along most of Pine Street.
- Transportation Services conducted a parking survey for the 17 spaces on Pine Street. Over four distinct counts at different times, a maximum of two parking spaces were observed to be used at any one time.
- Removing these parking spaces and implementing bike lanes would improve safety for people cycling and predictability for people driving.



Parking permitted on Pine Street from Church Street to Queen's Drive in the evening after 6 p.m., for one hour on weekends, or by permit at other times.

Parking prohibited on Pine Street from Queen's Drive to Wright Avenue.



Parking spaces on Pine Street south of Church Street

Project Timeline - Phase 1



We are here!

2022 - 2023

Data Collection, Analysis, Design Development, and Councillor Check-In

Parking surveys, collision report review, analysis, and creation of design options

FALL 2023

Public Consultation

Public consultation regarding proposed bikeway designs and options

WINTER 2023 / 2024

Final Phase 1 Design

Design will be finalized considering community feedback

SPRING 2024

Report for Approval

Report will be submitted for approval to City Council's Infrastructure & Environment Committee

SUMMER 2024

“Quick Build” Installation + Monitoring + Adjustments

Phase 1 installation will happen in a few short weeks.

Monitoring will be ongoing with adjustments as necessary based on site observations and data analysis.

Public consultation for Phases 2 and 3 will begin in 2024 and 2025, respectively, for implementation in 2025 and 2026.



Share Your Feedback



Project website and online survey:

toronto.ca/westoncycling

Comment deadline:

December 12, 2023

Questions? Contact:

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