



West Parkdale Cycling Connections

Public Drop-In Event
March 5, 2024

Project Goals



West Parkdale Cycling Connections proposes to connect a gap in the cycling network from The Queensway to Brock Street and improve cycling access to destinations like High Park, St. Joseph's Health Centre, retail, transit, and schools for people of all ages and abilities.

The project goals are to:



Improve safety for all road users



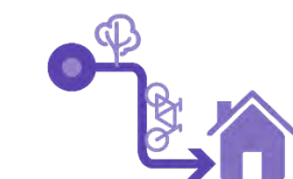
Prioritize pedestrians and people cycling



Minimize impact to on-street parking



Reduce local traffic infiltration



Maintain access to destinations and properties



Toronto is a Cycling City



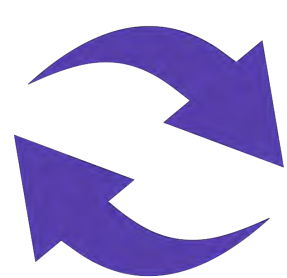
West Parkdale Cycling Connections is part of the Council-approved Cycling Network Plan which seeks to build on the existing network of cycling routes with the following goals:



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 when possible

- **Cycling is one of the fastest growing transportation modes in Toronto.** Cycling helps ease congestion on the streets and transit.
- **Bikeways improve safety.** Dedicated improve the safety and comfort of all road users.
- **Demand for safe, connected cycling routes throughout the city is rising.** Recent polls demonstrate that the majority of residents support protected bike lanes.
- **More people are cycling every year and all year.** Recent year-round counts on major bikeways in Toronto show that between 25-30% of people cycling in September continue to cycle throughout the winter.
- **Cycling reduces pollution and carbon emissions.** Cycling reduces our carbon footprint and improves our health, access to jobs, and social equity.

Policy and Rationale for Road Safety Projects



The City has several guiding policy documents and objectives that inform projects.



Official Plan: Bring all Toronto residents within 1km of a designated cycling route



Encouraging all Ages and Abilities to Cycle: The majority of people rate themselves as “interested but concerned”



Road to Health: Healthy Toronto by Design: Increased physical activity is associated with better health outcomes



Reduce Reliance on Motor Vehicles: Providing alternatives to driving allows for roadways to be used more efficiently



Vision Zero Road Safety Plan: Prioritize the safety of our most vulnerable road users



Complete Streets Guidelines: Streets are for people, placemaking and prosperity



TransformTO: Climate Action Strategy: Targets 75% of trips under 5 km are walked, cycled or on transit by 2030



Recover and Rebuild from COVID-19

Overview of Proposed Changes



Bikeway types:

- A mix of bikeway types are proposed depending on the street width and context. The types include cycle tracks, bike lanes, contraflow bike lanes and shared routes. Together, they form a connected route for people cycling.

Vehicle directions:

- Vehicle directions are proposed to be changed to reduce traffic infiltration and promote better shared cycling conditions. Seven street segments are proposed to be converted to one-way streets, and five segments of existing one-way streets are proposed to be reversed in direction.

Parking spaces:

- Of the 389 existing on-street parking and loading spaces along the route and streets with associated changes, 93% are retained. A total of 28 parking spaces are proposed to be removed to create space for people cycling and safety upgrades.

Intersection safety improvements:

- A new traffic signal is proposed at Roncesvalles Avenue and Galley Avenue to enhance safety for vulnerable road users.
- The Glendale Avenue and Parkdale Road intersection and the Seaforth Avenue and O'Hara Avenue intersection would also see changes to calm traffic and enhance the public realm.



Artist rendering of proposed contraflow bike lane on Galley Avenue, facing west



Artist rendering of proposed traffic signal at Roncesvalles Avenue and Galley Avenue

Bikeway Route and Associated Changes



The project proposes a bikeway route from The Queensway to Brock Avenue along Glendale Avenue, Merrick Street, Claude Avenue, Parkdale Road, Sunnyside Avenue, Galley Avenue, Macdonell Avenue, and Seaforth Avenue. To reduce traffic infiltration and vehicle volumes, additional associated changes are proposed on Sunnyside Avenue, Macdonell Avenue, Pearson Avenue, and Maple Grove Avenue.



Existing Conditions



Collision history:

- In the past 10 years, there have been 227 reported collisions along the proposed bikeway route. Eight of these have involved pedestrians, and 12 have involved people cycling. Two of the collisions involving pedestrians resulted in serious injuries.

Vehicle speeds and volumes:

- Most streets on the route have higher volumes than the City of Toronto's threshold for a "shared roadways" bike route. Vehicle speeds are commonly 35-48 km/h in 30 km/h posted speed limit zones.

Key destinations:

- West Parkdale is a mostly residential area with main street retail on Queen Street West, Roncesvalles Avenue and Lansdowne Avenue. Area schools are mostly local, with many students walking and cycling to and from school.
- There is currently demand but no space for a school bus loading zone and pick-up/drop-off zone on Seaforth Avenue in front of Parkdale Junior and Senior Public School.



School children cycling across the intersection of Lansdowne Avenue and Seaforth Avenue



School bus on Seaforth Avenue in front of Parkdale Junior and Senior Public School

Challenges and Constraints



St. Joseph's Health Centre:

- Hospital access is vital for public safety. The hospital is also the area's most significant trip generator. It has approximately 400 in-patient beds, 3100 employees, and 935 off-street parking spaces. It receives roughly 300,000 outpatient and day surgery visits each year, and 100,000 emergency room visits, including by ambulances and other vehicles.

Roadway widths:

- Some roadways are very narrow, like Seaforth Avenue and Macdonell Avenue (6.2 metres wide). Others, like Sunnyside Avenue, Parkdale Road and Glendale Avenue are wider but have higher vehicle volumes along with parking. Existing roadway widths constrain the available bikeway options. People cycle in both directions on these streets today.

Parking demand and availability:

- Today, 22% of the on-street permit parking spaces are available in Area 2. However, on-street parking is in high demand during the day for visits to High Park, St. Joseph's Health Centre, retail and residences. This can make it difficult for residents and visitors alike to find parking.



Ambulance on Glendale Avenue



People cycling on Macdonell Avenue

Project Coordination



The proposed designs meet City of Toronto and Province of Ontario laws, standards and guidelines. The proposed changes have been reviewed by City services that use the area roadways, so that Toronto's Fire Services, Paramedics, Police, Solid Waste pickup, TTC, Wheel-Trans, road maintenance and snow clearing can continue to function well and serve the community.

As part of data gathering, planning, design, construction coordination and monitoring, the project team is also coordinating with local interest groups and projects, including:

- **Watermain rehabilitation in the neighbourhood:** changes could be installed in coordination with final road rehabilitation and resurfacing on Galley Avenue
- **Parkside Drive Study:** a report to City Council is planned for May 2024
- **St. Joseph's Health Centre redevelopment:** planning is underway to build a new patient care tower on the southeast corner of the hospital campus



Watermain rehabilitation in the neighbourhood



St. Joseph's Health Centre campus

Design Approach | Neighbourhood Greenway



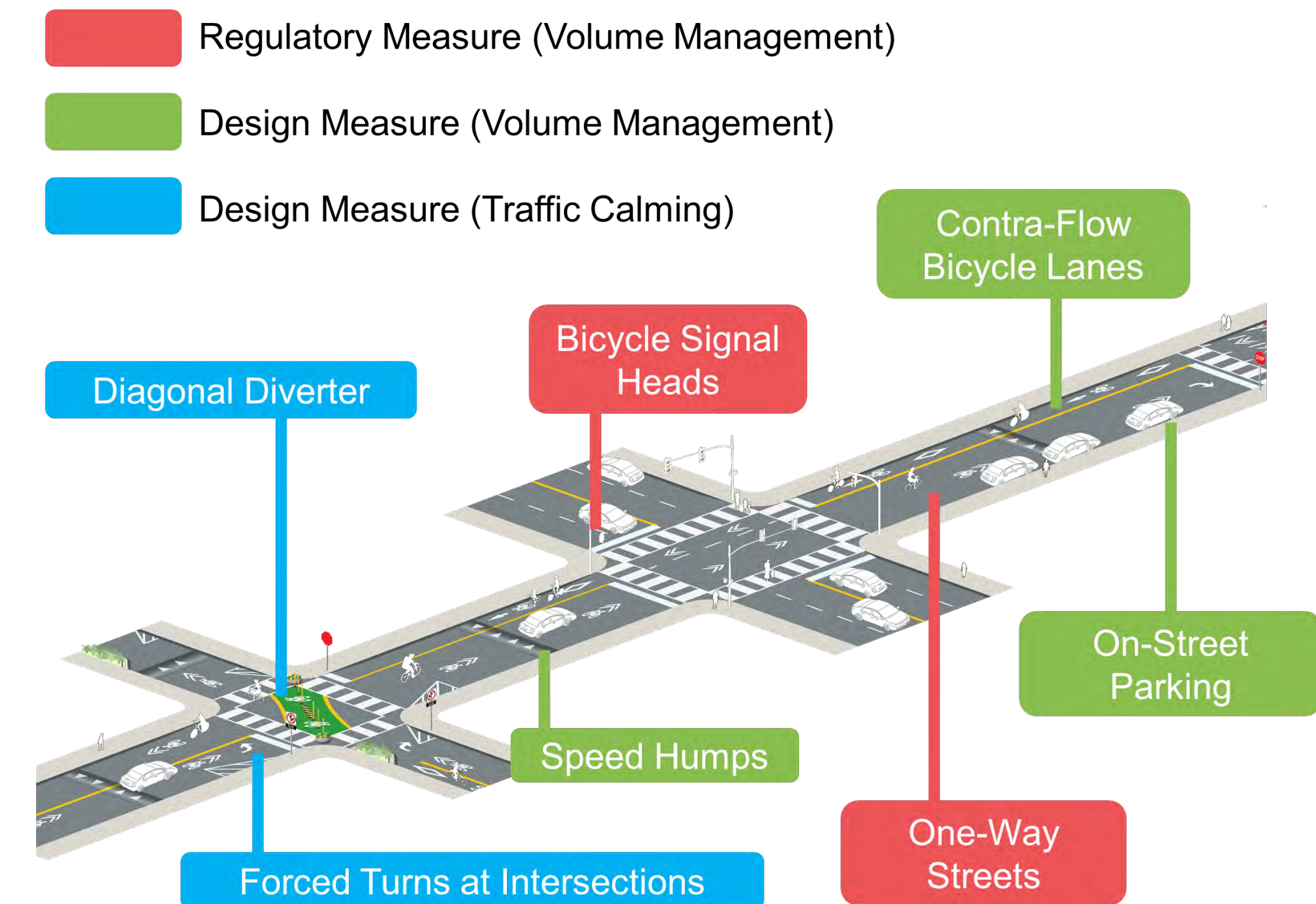
A Neighbourhood Greenway approach is proposed for this project. Neighbourhood Greenways are routes where pedestrians and people cycling are given priority through design changes that result in lower motor vehicle volumes and speeds.

Currently, nearly all segments in the project area have vehicle volumes greater than 50 drivers per hour, which is above the threshold for an All Ages and Abilities shared bikeway. To reduce vehicle volumes, segments of some streets are proposed to be converted to one-way streets, and segments of existing one-way streets are proposed to be reversed in direction.

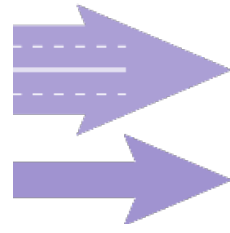


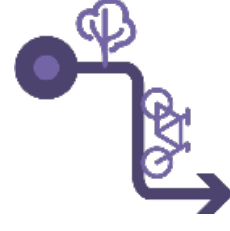

These changes are proposed to:

- Improve safety and comfort for pedestrians and people cycling of all ages and abilities
- Maintain space for other roadway uses like on-street parking, loading and pick-up/drop-off
- Help minimize traffic infiltration while maintaining emergency access to St. Joseph's Health Centre

Features of Neighbourhood Greenways



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

Design Approach | Traffic Circulation

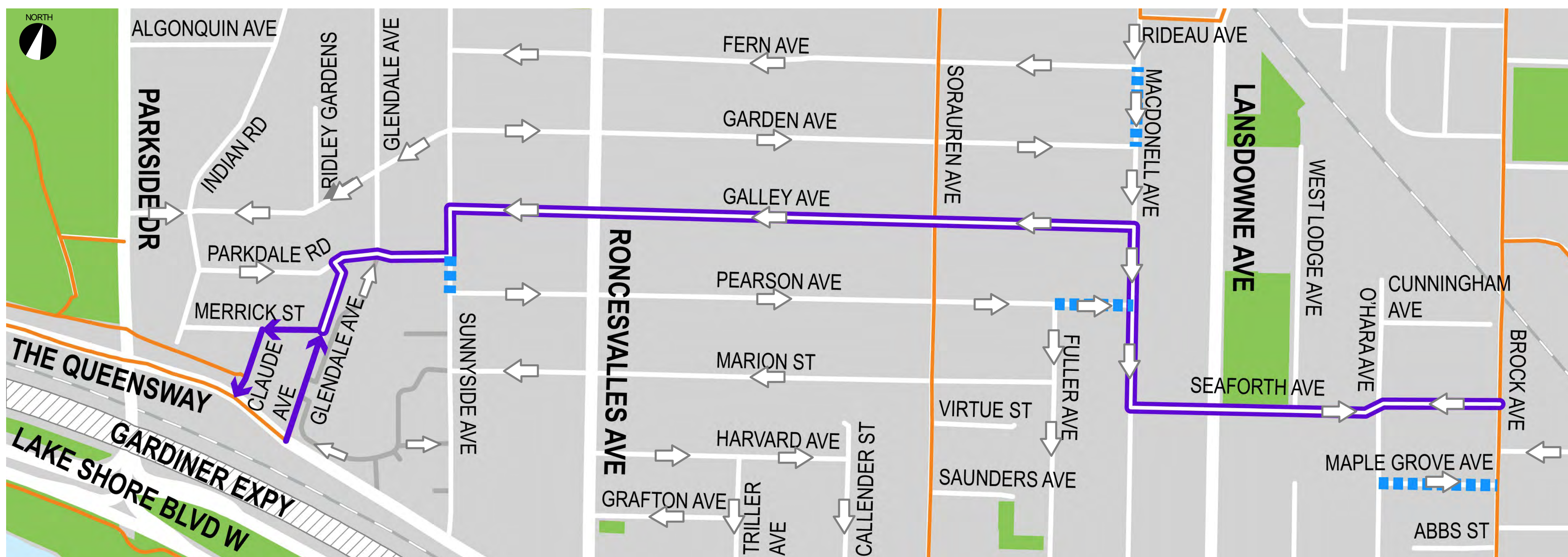


The existing street network permits two-way vehicle circulation around St. Joseph's Health Centre. Community feedback indicates significant north-south cut-through traffic on streets around the hospital.

Proposed changes:

- One-way conversions on portions of Glendale Avenue, Parkdale Road, and Sunnyside Avenue to preserve emergency vehicle access and clockwise circulation around the hospital, reduce non-local traffic infiltration, and reduce motor vehicle traffic volumes for a safer and more comfortable bikeway.
- One-way street direction changes on portions of Macdonell Avenue, Pearson Avenue, Seaforth Avenue, and Maple Grove Avenue to reduce motor vehicle volumes for an All Ages and Abilities bikeway.

Current circulation:



Proposed circulation:



LEGEND

⇨ EXISTING ONE-WAY TRAFFIC

⇨ PROPOSED ONE-WAY TRAFFIC

== PROPOSED TWO-WAY BIKEWAY
 == PROPOSED ONE-WAY BIKEWAY

— EXISTING CYCLING NETWORK
 — ASSOCIATED CHANGES

Proposed Changes | The Queensway to Sunnyside Avenue



In this area, changes are proposed to slow vehicle speeds and reduce non-local traffic infiltration while maintaining emergency entrance access and clockwise circulation around St. Joseph's Health Centre and preserving parking adjacent to the hospital.

Glendale Avenue:

- The Queensway to Parkdale Road: add northbound bike lane, except between St. Joseph's Health Centre Emergency Entrance and 20 metres north of Merrick Street to preserve existing parking adjacent to hospital; in that section, add northbound shared lane markings. Add new speed humps to slow speeds.
- Merrick Street to Parkdale Road: convert to one-way northbound. Add southbound buffered contraflow bike lane to allow people cycling to travel in both directions.
- Add new pedestrian crossing markings at the Parkdale Road intersection.

Merrick Street:

- Claude Avenue to Glendale Avenue: add westbound shared lane markings.

Claude Avenue:

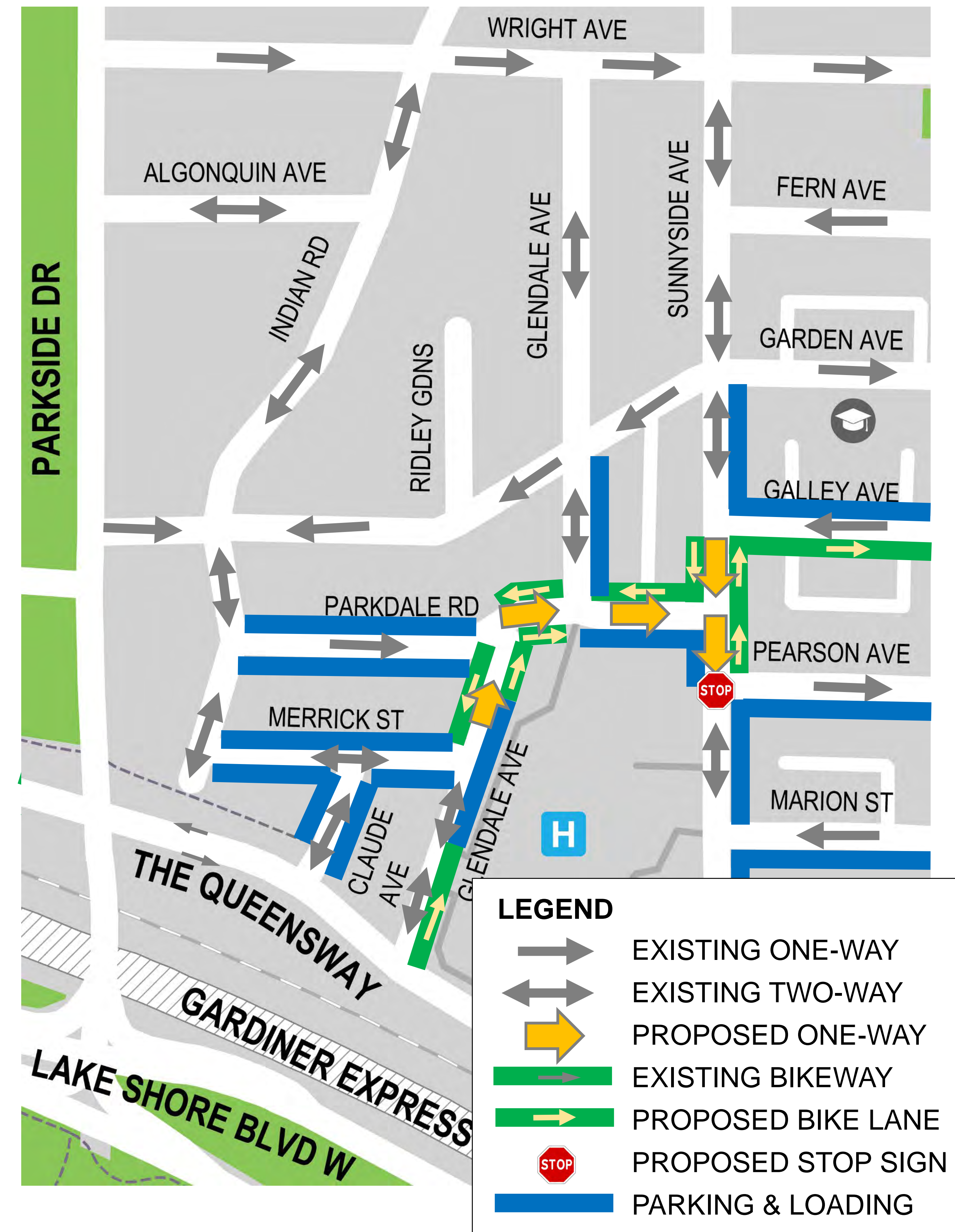
- Merrick Street to The Queensway: add southbound shared lane markings.

Parkdale Road:

- Glendale Avenue to Sunnyside Avenue: convert to one-way eastbound. Add westbound contraflow bike lane to allow people cycling to travel in both directions. Add eastbound bike lane, except at location of existing parking adjacent to hospital; in that section, add eastbound shared lane markings. Add new speed humps to slow speeds.

Sunnyside Avenue

- Galley Avenue to Pearson Avenue: convert to one-way southbound. Add northbound contraflow bike lane to allow people cycling to travel in both directions. Add new speed humps.
- Galley Avenue to Parkdale Road: add southbound bike lane.
- Parkdale Road to Pearson Avenue: relocate parking to west side of street.
- Add new stop signs and pedestrian crossing markings at the Pearson Avenue intersection.



Proposed Changes | Galley Avenue to Macdonell Avenue



In this area, changes are proposed to slow vehicle speeds and reduce vehicle volumes.

Galley Avenue:

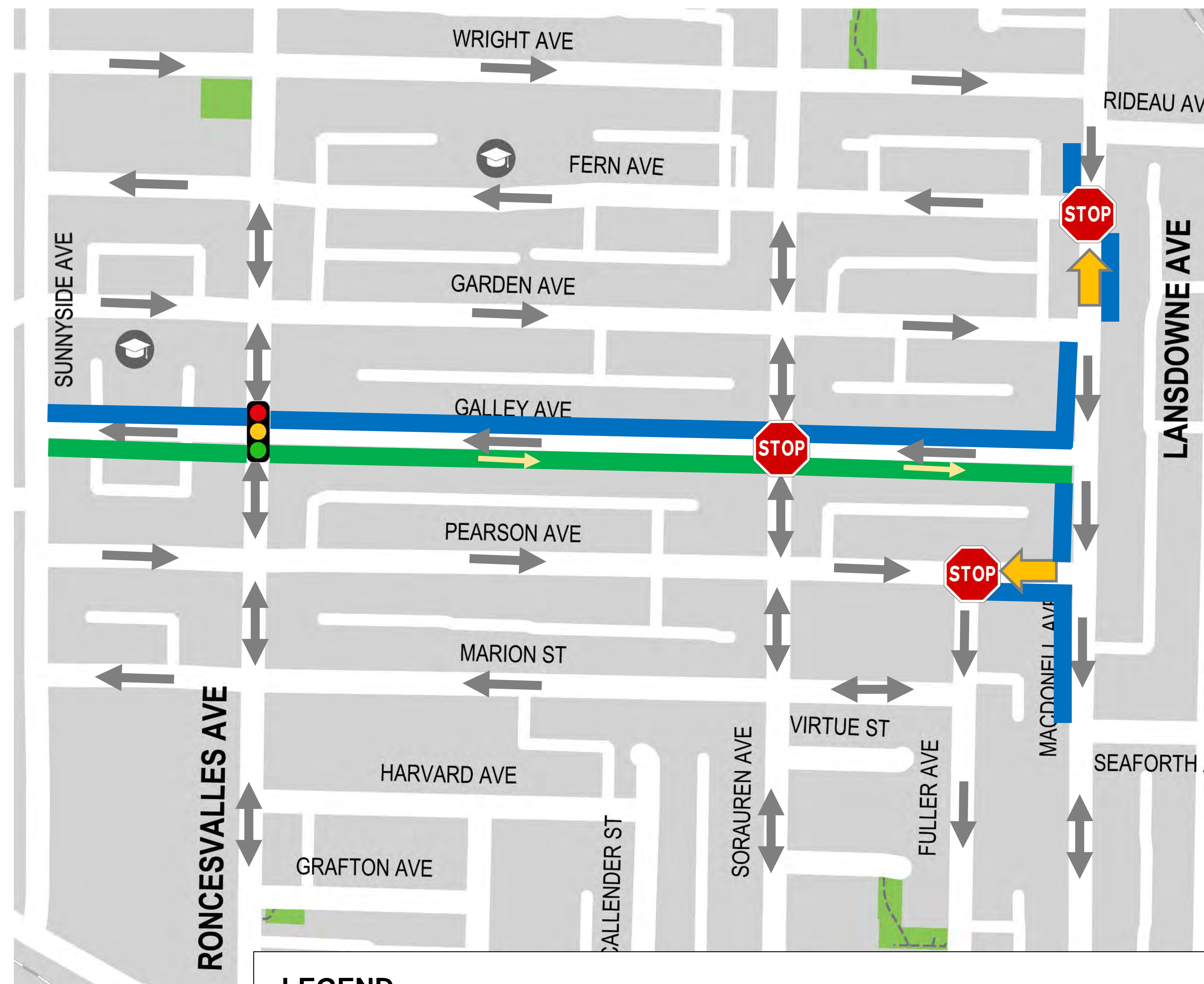
- Sunnyside Avenue to Macdonell Avenue:
 - Vehicle flow remains one-way westbound.
 - Add westbound shared lane markings and eastbound contraflow bike lane to allow people cycling to travel in both directions.
 - Relocate on-street parking and loading to north side.
 - Add new speed humps to slow speeds.
- Convert the Roncesvalles Avenue intersection from a pedestrian crossover to a traffic signal.
- Add new stop signs for all directions at the Sorauren Avenue intersection.

Macdonell Avenue:

- Galley Avenue to Seaforth Avenue: permit two-way cycling with added signage and pavement markings.
- Fern Avenue to Garden Avenue: convert to one-way northbound to reduce vehicle volumes on Macdonell Avenue and Galley Avenue. Relocate parking to east side.
- Add new stop signs at the Fern Avenue intersection.

Pearson Avenue:

- Macdonell Avenue to Fuller Avenue: convert to one-way westbound to reduce vehicle volumes on Macdonell Avenue.
- Add new stop signs at the Fuller Avenue intersection.



LEGEND

	EXISTING ONE-WAY		PROPOSED TRAFFIC SIGNAL
	EXISTING TWO-WAY		PROPOSED STOP SIGN
	PROPOSED ONE-WAY		PARKING & LOADING
	PROPOSED BIKE LANE		

Proposed Changes | Seaforth Avenue to Brock Avenue



In this area, changes are proposed to slow vehicle speeds and reduce vehicle volumes.

Seaforth Avenue:

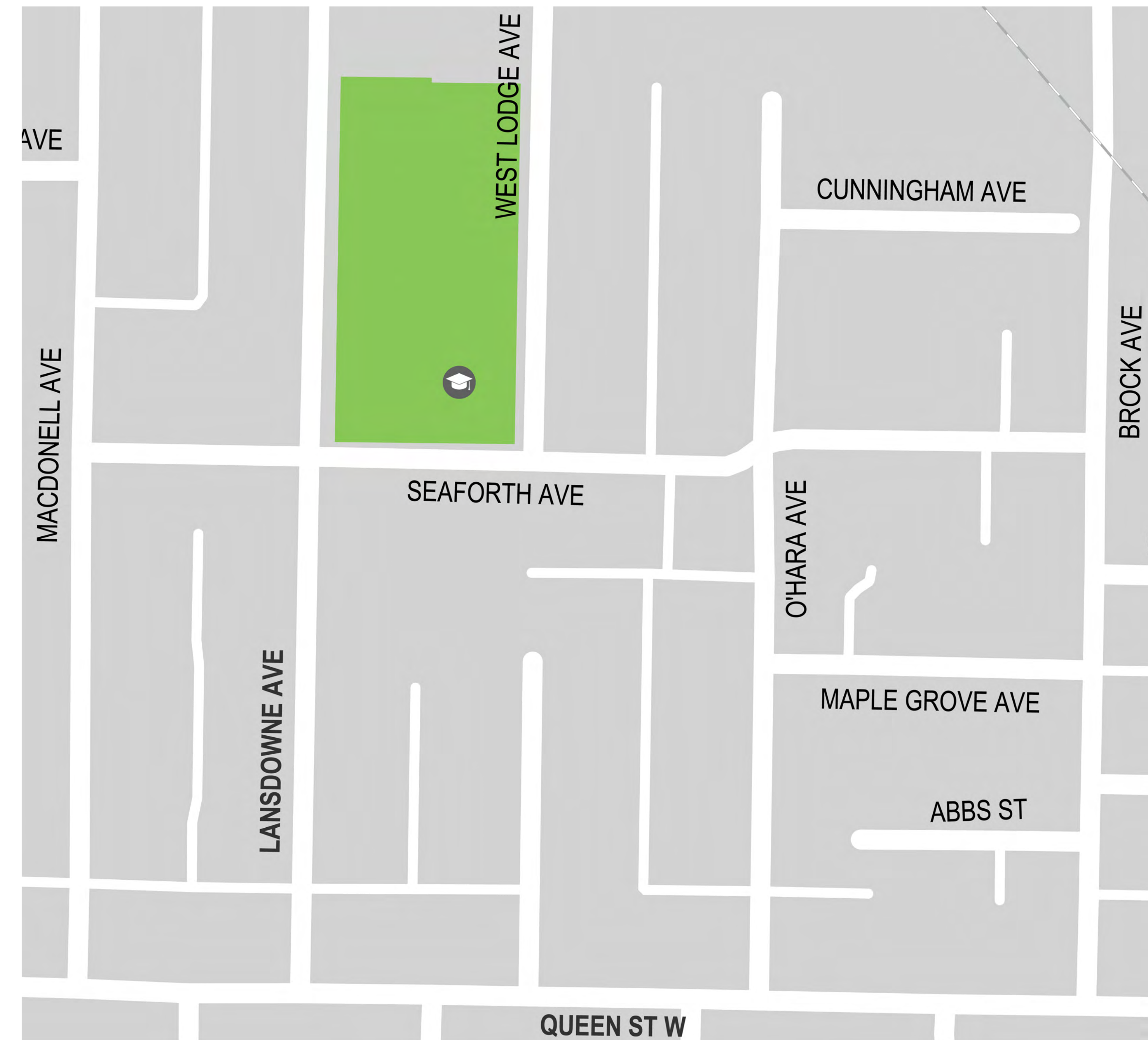
- Macdonell Avenue to Lansdowne Avenue: convert to one-way eastbound. Add westbound contraflow bike lane to allow people cycling to travel in both directions.
- Lansdowne Avenue to Brock Avenue: permit two-way cycling with added signage and pavement markings. Add new speed humps to slow speeds.
- Lansdowne Avenue to O'Hara Avenue: convert to one-way westbound. Relocate parking to north side.
- O'Hara Avenue to Brock Avenue: convert to one-way eastbound. Maintain parking on south side.
- Add new school bus loading zone and pick-up/drop-off zone in front of Parkdale Junior and Senior Public School during the day.

O'Hara Avenue

- 68 O'Hara Avenue to Maple Grove Avenue: make parking permanent on west side.
- Add wider sidewalks and curb extensions to the Seaforth Avenue intersection to improve safety and accessibility

Maple Grove Avenue

- O'Hara Avenue to Brock Avenue: convert to one-way westbound.



LEGEND

	EXISTING ONE-WAY		PARKING & LOADING
	EXISTING TWO-WAY		PROPOSED SCHOOL BUS LOADING ZONE AND PICK-UP/DROP-OFF ZONE
	PROPOSED ONE-WAY		
	PROPOSED BIKE LANE		

Proposed Changes | Intersection Improvements



Improvements are proposed at intersections in the project area where community feedback indicates safety concerns including high-speed vehicle turns, poor sight lines, lack of pedestrian amenities and recent collisions. In some cases, these improvements are proposed to be installed in two phases.

Parkdale Road and Glendale Avenue:

- Phase 1 (2024): new pedestrian crossing markings, buffered bike lanes, and conversion of Parkdale Road and Glendale Avenue to one-way streets to reduce vehicle volumes and improve safety for all road users.
- Phase 2 (2025): modified corner radii, shortened route for northbound to eastbound bicycles and better sight lines. Opportunities for raised pedestrian crossings and enhanced greening are also being explored.

Roncesvalles Avenue and Galley Avenue:

- New traffic signal to replace the existing pedestrian crossover, to make it safer for pedestrians and people cycling to cross in both directions.

Seaforth Avenue and O'Hara Avenue:

- Phase 1 (2024): new pedestrian crossing markings and painted curb extensions to improve safety for all road users.
- Phase 2 (2025): wider sidewalks, concrete curb extensions and short sections of cycle tracks to improve safety and accessibility. In-ground planters are also being explored.



Artist rendering of Phase 1 changes on Glendale Avenue, facing north towards Parkdale Road



Artist rendering of Phase 2 changes at Seaforth Avenue and O'Hara Avenue

Parking Impacts | The Queensway to Sunnyside Avenue

Street	Segment	Parking Alternates Sides	Permits Issued	Existing Parking Spaces	Proposed Parking Spaces	Net Parking Impact	Proposed Changes
Claude Avenue	The Queensway to Merrick Street	Parking on both sides	25	16	16	0	No change
Merrick Street	Claude Avenue to Glendale Avenue	Parking on both sides	7	10	10	0	No change
Glendale Avenue	The Queensway to Merrick Street	No	5	9	9	0	No change
	Merrick Street to Parkdale Road	No	0	10	8	-2	Parking reduced on east side for bikeway
Parkdale Road	Glendale Avenue to Sunnyside Avenue	No	0	10	10	0	No change
Sunnyside Avenue	Pearson Avenue to Parkdale Road	No	0	5	2	-3	Parking relocated to west side
	Parkdale Road to Galley Avenue	No	17	7	0	-7	Parking removed
Pearson Avenue	Sunnyside Avenue to Roncesvalles Avenue	No	16	26	24	-2	Parking reduced from corners to improve sight lines and ability for vehicles to turn

Total parking impact from The Queensway to Sunnyside Avenue: -14

Parking Impacts | Galley Avenue to Macdonell Avenue



Street	Segment	Parking Alternates Sides	Permits Issued	Existing Parking Spaces	Proposed Parking Spaces	Net Parking Impact	Proposed Changes
Galley Avenue	Sunnyside Avenue to Roncesvalles Avenue	No	7	23	18	-5	Parking made permanent on north side; reduced spaces due to 30.5m setback from new traffic signals at Roncesvalles Avenue
	Roncesvalles Avenue to Sorauren Avenue	Yes	40	67	66	-1	Parking made permanent on north side; reduced spaces due to 30.5m setback from new traffic signals at Roncesvalles Avenue
	Sorauren Avenue to Macdonell Avenue	Yes	25	36	41	+5	Parking made permanent on north side
Macdonell Avenue	Rideau Avenue to Fern Avenue	No	5	9	6	-3	Parking reduced to add stop sign and pedestrian crossing markings at Fern Ave
	Fern Avenue to Garden Avenue	No	18	11	13	+2	Parking made permanent on east side
	Garden Avenue to Galley Avenue	No	16	11	11	0	No changes
	Galley Ave to Pearson Avenue	No	16	10	10	0	No changes
	Pearson Avenue to Seaforth Avenue	No	18	17	17	0	No changes
Pearson Avenue	Fuller Avenue to Macdonell Avenue	No	6	10	10	0	Parking maintained on south side; parking direction changed to westbound

Total parking impact from Galley Avenue to Macdonell Avenue: -2

Parking Impacts | Seaforth Avenue to Brock Avenue



Street	Segment	Parking Alternates Sides	Permits Issued	Existing Parking Spaces	Proposed Parking Spaces	Net Parking Impact	Proposed Changes
Seaforth Avenue	Macdonell Avenue to Lansdowne Avenue	No	8	8	8	0	No change
	Lansdowne Avenue to West Lodge Avenue	No	0	11	8	-3	Convert to school bus loading zone and pick-up/drop-off zone on north side during the day
	West Lodge Avenue to O'Hara Avenue	Yes	12	15	10	-5	Parking made permanent on north side
	O'Hara Avenue to Brock Avenue	No	8	18	16	-2	Parking maintained on south side
Maple Grove Avenue	O'Hara Avenue to Brock Avenue	No	13	19	19	0	Parking maintained on north side; parking direction changed to westbound
O'Hara Avenue	68 O'Hara Avenue to Seaforth Avenue	Yes	16	18	19	+1	Parking made permanent on west side
	Seaforth Avenue to Maple Grove Avenue	Yes	12	13	10	-3	Parking made permanent on west side

Total parking impact from Seaforth Avenue to Brock Avenue: -12

Once installation is finished, the project is not yet complete.

It takes time for people to adjust to change. The City will continue to receive and analyze feedback on the project and make adjustments as necessary.



In 6 months to 1 year, the City will:

- Observe the new behaviour
- Conduct new traffic counts on affected streets
- Evaluate before and after conditions



If there are still operational challenges, the City will consider:

- Adjusting turn or through-restrictions
- Increasing parking setbacks to improve sight lines
- Adding or modifying traffic calming measures
- Adding “Watch Your Speed” signs
- Implementing changes to parking

Project Timeline



★ WE ARE HERE



Spring 2023 to Winter 2024

- Review collision reports
- Collect turning movement counts
- Conduct field observations
- Meetings with interest groups
- Councillor briefing

February to April 2024

- Present design concepts and gather feedback
- Review comments received after public event and incorporate any necessary design changes
- Report back to public on consultation summary and recommended changes

May 2024

- Staff report to Infrastructure and Environment Committee (IEC) and City Council including public consultation summary

Spring to Summer 2024

- Detail design
- Pending approval, construction planning and notification

Summer 2024

- Pending approval, project is planned for installation in summer 2024 with some elements such as traffic signals and civil engineering work planned for 2025

2024 to 2026

- Ongoing monitoring and evaluation



Share Your Feedback



Project Website and Online Survey:

toronto.ca/WestParkdaleCycling

Comment Deadline:

March 19, 2024

Questions? Contact:

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