



Leaside Bridge to Danforth Cycling Connections Public Drop-in Event | March 7, 2024

Project Overview



The City of Toronto is proposing a new bikeway and other road safety improvements along Logan Avenue, Cosburn Avenue, Broadview Avenue, O'Connor Drive and Hopedale Avenue connecting to the Leaside Bridge. The project will connect the Thorncliffe Park Neighbourhood to Cosburn Avenue and the Bloor-Danforth corridor via the Leaside Bridge.

The project goals are to:

- Fill a gap in the cycling network
- Improve safety for all road users
- Reduce neighbourhood traffic infiltration on Logan Avenue
- Improve the public realm and pedestrian experience

Toronto's Cycling Network Plan

Leaside to Danforth Cycling Connections project is part of the Council approved Cycling Network Plan and seeks to build on the existing network of cycling routes with the following goals:



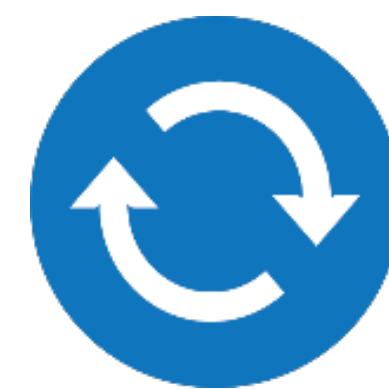
Connect

Connect gaps in the network, and people to places



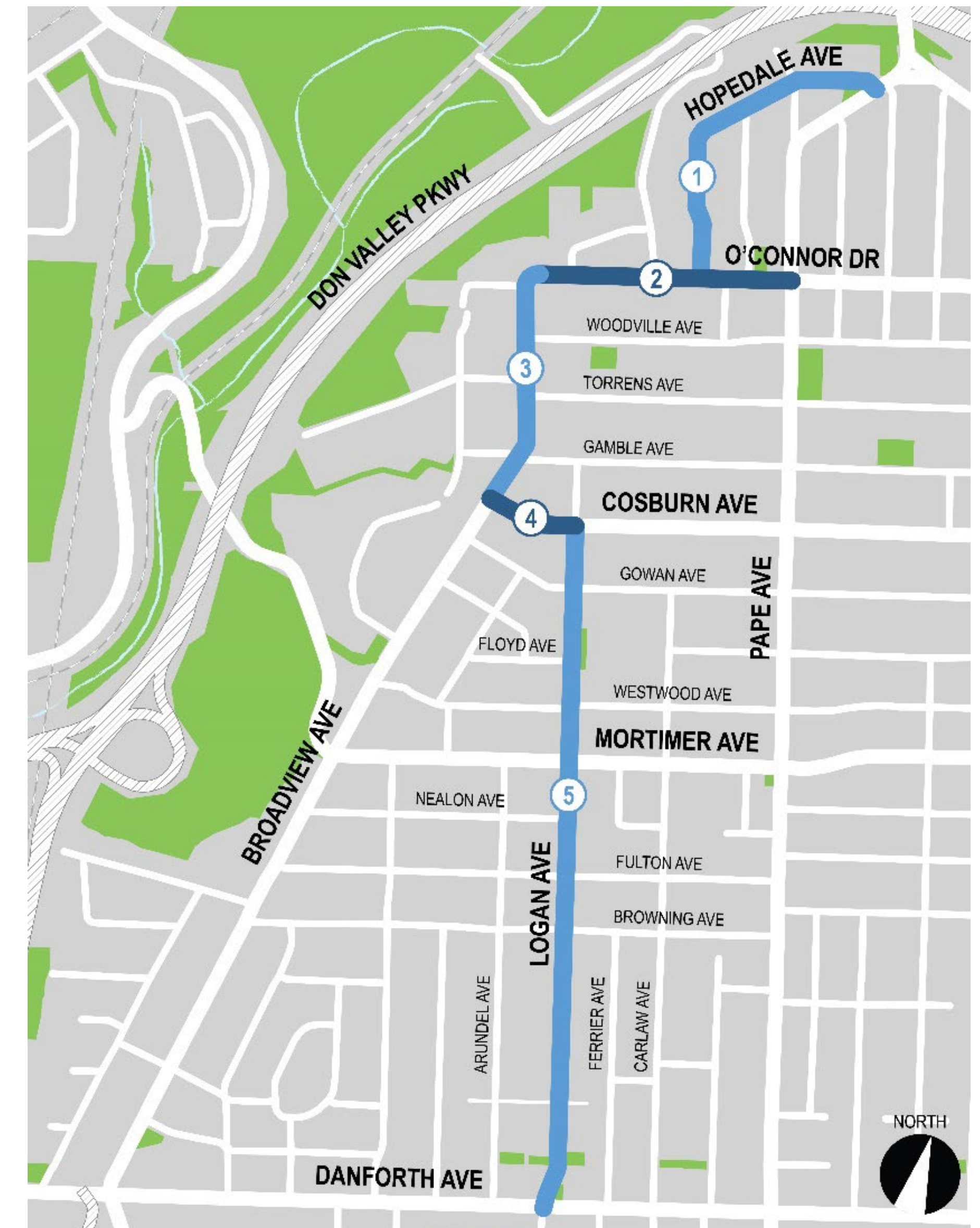
Grow

Grow the cycling network into new parts of the city



Renew

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



There are 5 segments to this proposed bikeway:

1. Hopedale Avenue (Pape Avenue to O'Connor Drive)
2. O'Connor Drive (Pape Avenue to Broadview Avenue)
3. Broadview Avenue (O'Connor Drive to Cosburn Avenue)
4. Cosburn Avenue (Broadview Avenue to Logan Avenue)
5. Logan Avenue (Cosburn Avenue to Danforth Avenue)

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 residents within 1 km 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 all 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 needs to move people and goods, while recognizing streets as places



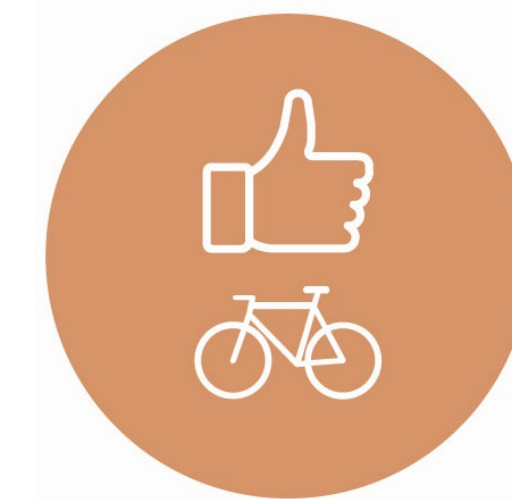
Vision Zero Road Safety Plan

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



Recover and Rebuild from COVID-19

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



Encouraging 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

Policy Objectives



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)

Building the Cycling Network



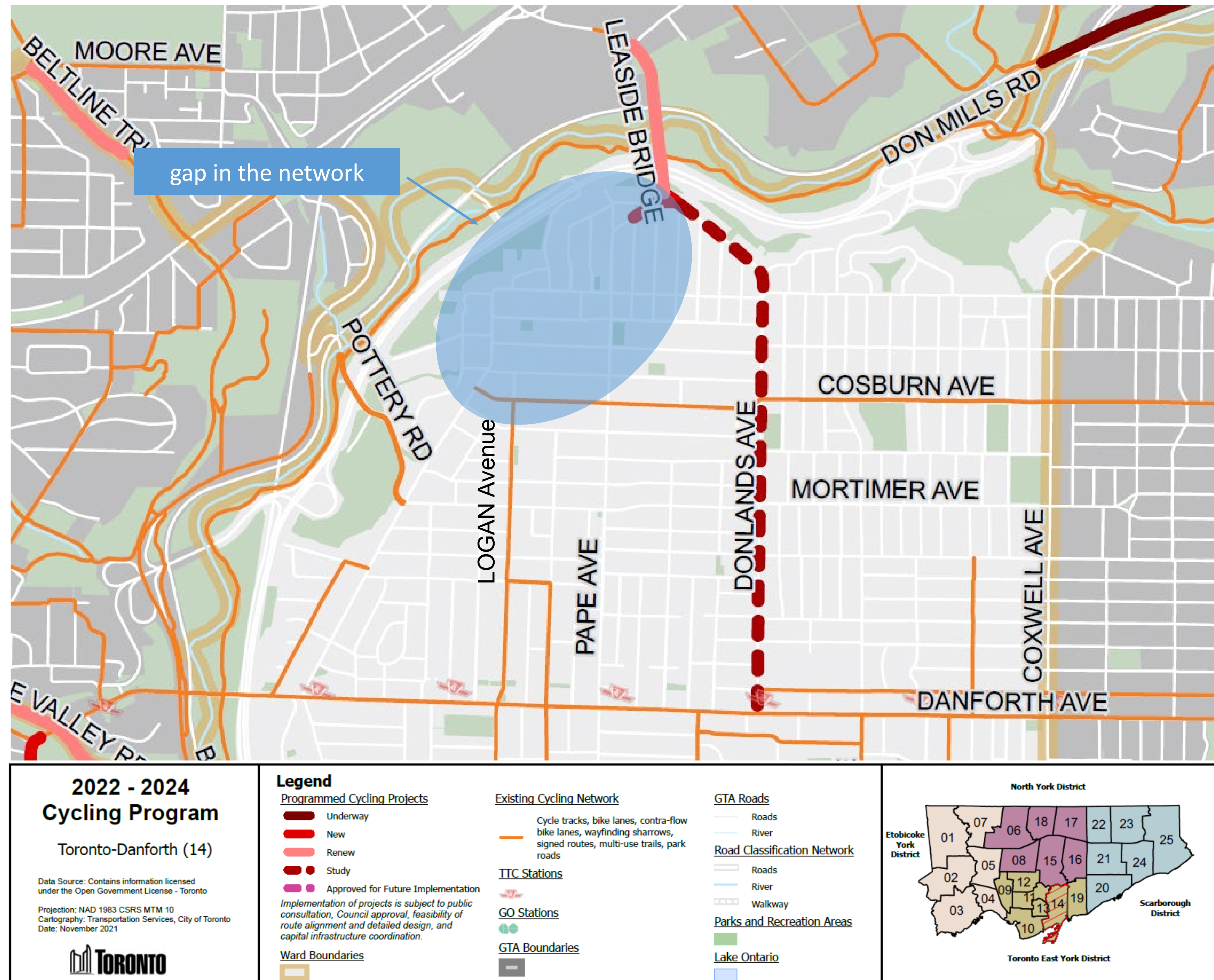
This project will fill an important gap in the cycling network.

2022-2024 Cycling Network Plan:

- Logan Avenue was identified as a **secondary priority** for consideration as a neighborhood greenway route
- Connection needed between Leaside Bridge and the Thorncliffe Park Neighborhood to bikeways on Cosburn Avenue and the Bloor/Danforth corridor

Why Now?

- Bikeway upgrades proposed on Leaside Bridge planned for delivery in 2024
- Donlands Avenue was identified for longer term study so an alternate opportunity is being proposed
- Opportunity to improve safety/operations at the Broadview Avenue/O'Connor Dr bend



Collision History



During the last ten years, there were a total of 324 collisions on the streets listed below including:

- 3 collisions resulting in fatalities or serious injuries
- 18 collisions involving pedestrians or cyclists

Corridor	# Total Collisions	# collisions resulting in fatalities or serious injuries	People Driving	People Walking	People Cycling
Hopedale Avenue	5	0	5	0	0
O'Connor Drive	9	0	9	0	0
O'Connor Drive / Broadview Avenue Bend	33	0	33	0	0
Broadview Avenue	86	1	81	4	1
Cosburn Avenue	18	1	17	1	0
Logan Avenue	50	0	47	2	1
Danforth Avenue / Logan Avenue Intersection	123	1	114	3	6



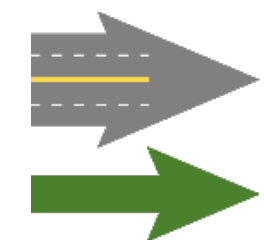




Proposed Design

Design Approach | Neighbourhood Greenways

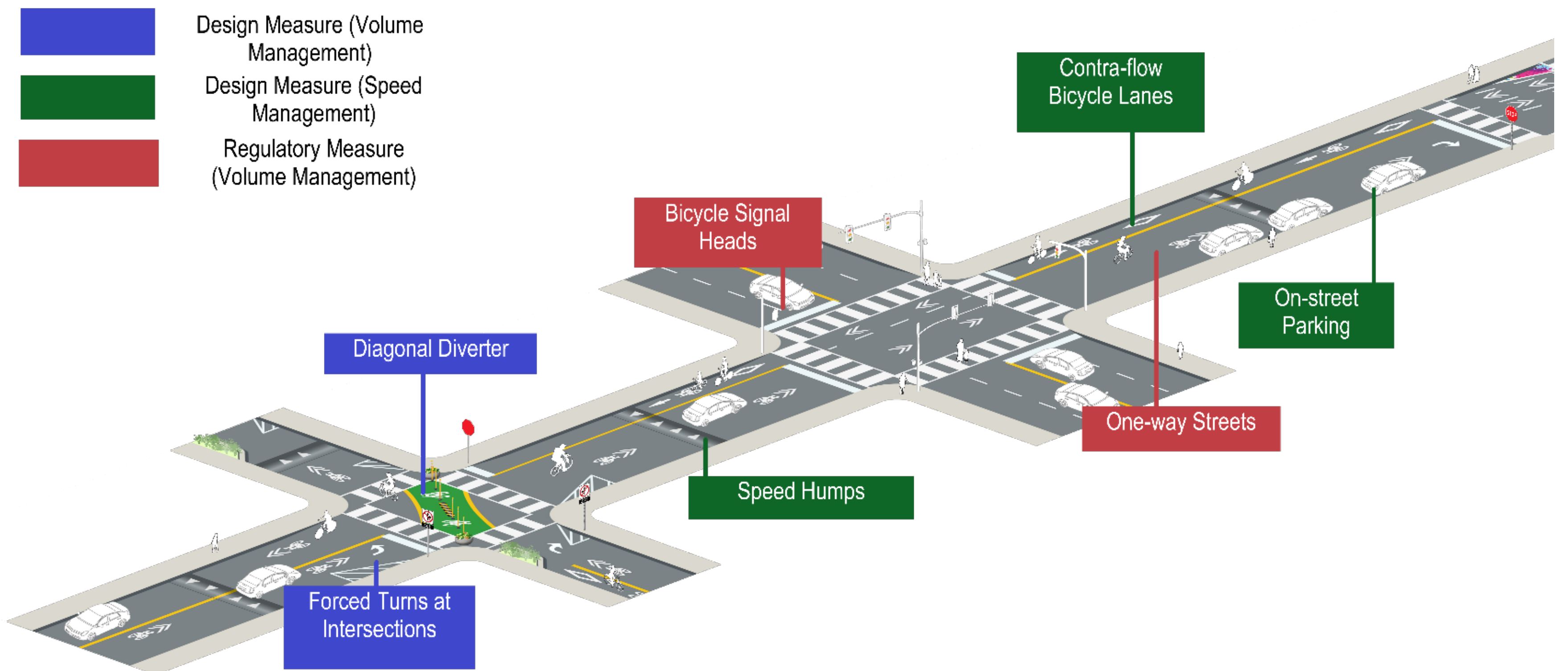


On Logan Avenue a Neighbourhood Greenway is proposed. Neighbourhood Greenways are routes where people cycling and pedestrians are given priority by creating an environment with low motor vehicle volumes and speeds. Cycling and pedestrian priority on neighbourhood greenways are typically reinforced by 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
-  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

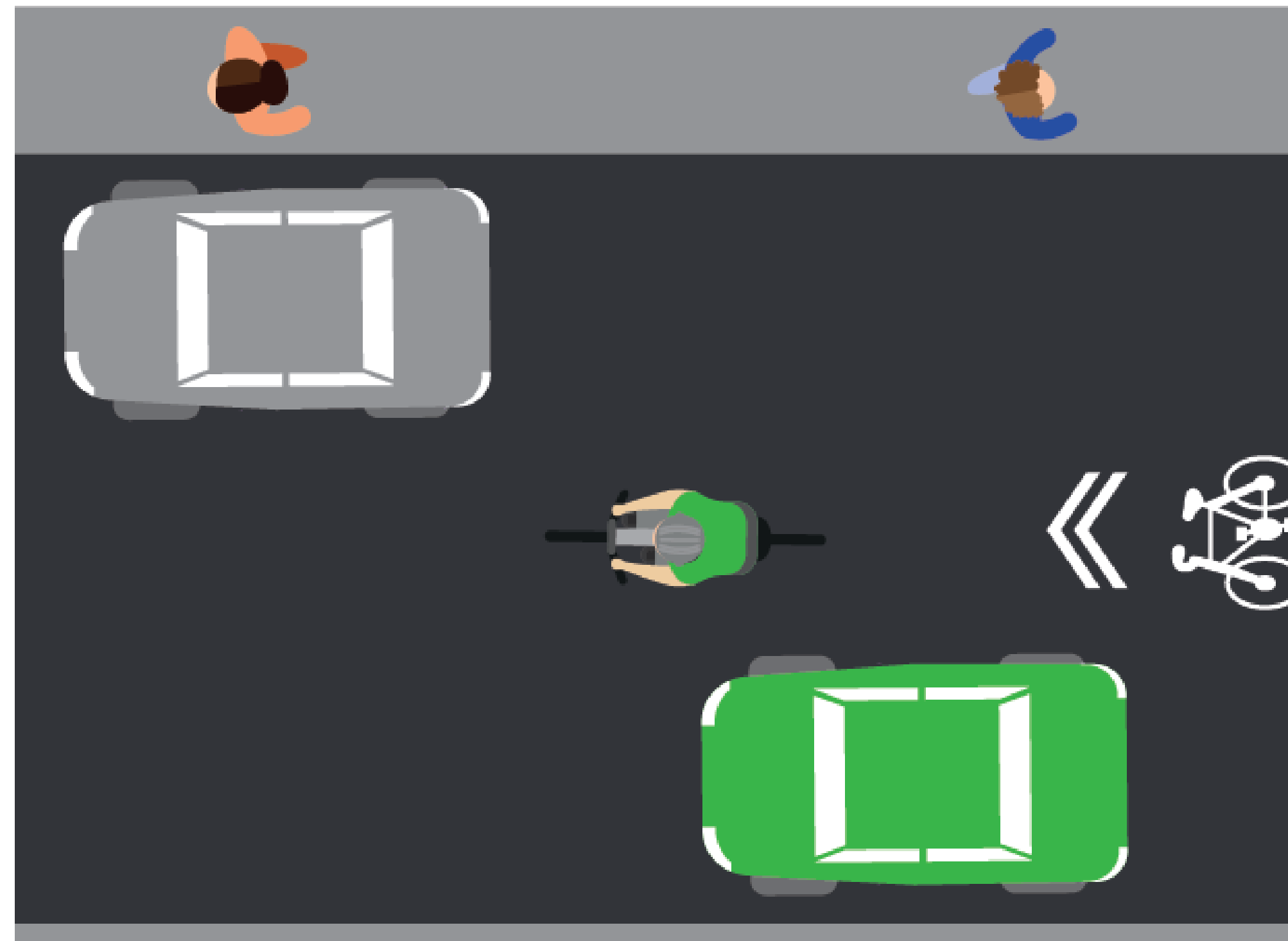
Features of Neighbourhood Greenways



Types of Bikeways

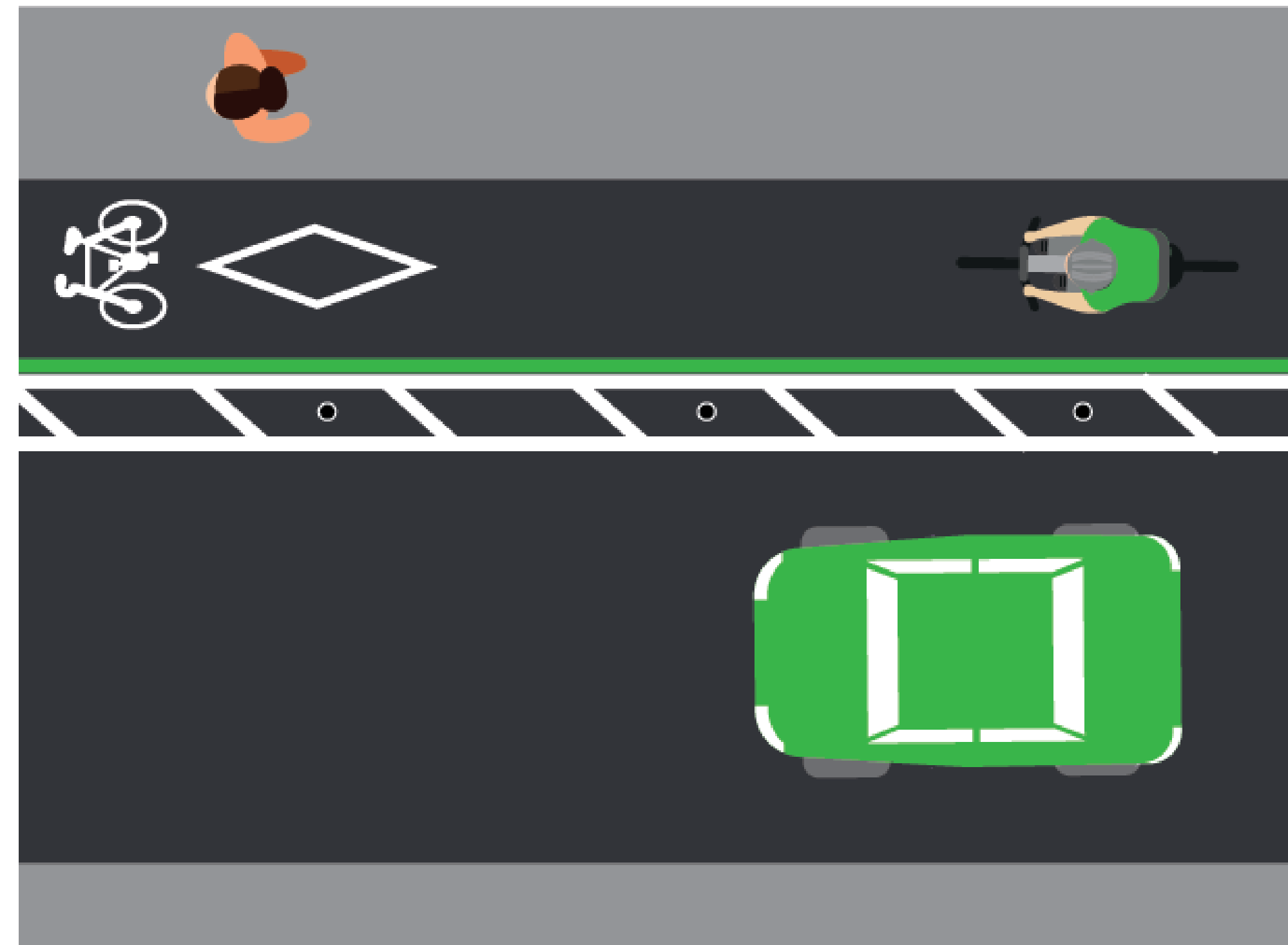


There are various types of bikeways proposed for each segment of this project. The types of bikeways include:



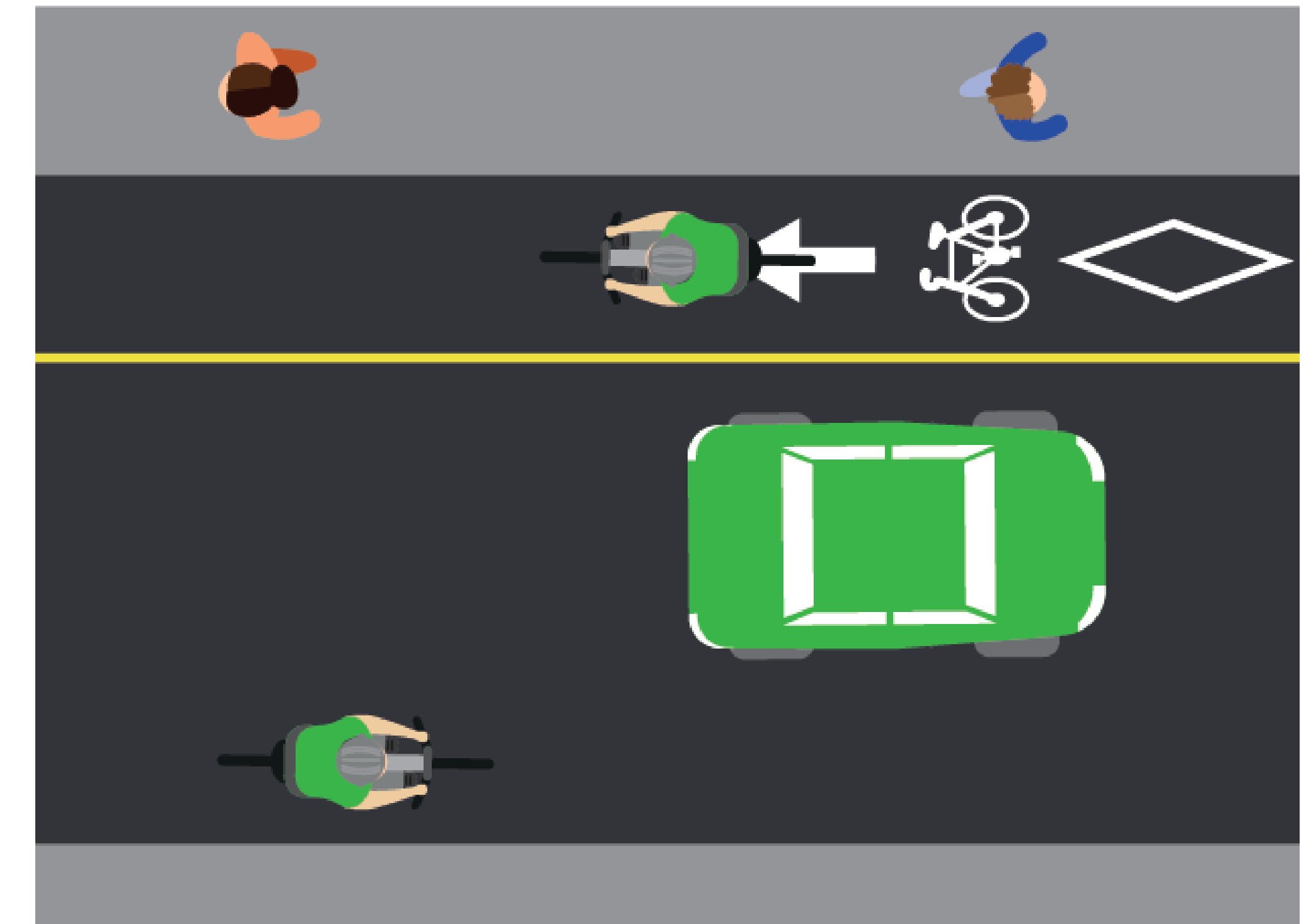
On-street Shared Cycling Connections

- Includes signage, pavement markings and other traffic calming measures to create comfortable cycling routes on residential streets.



Cycle Tracks

- Bikeways that are separated from vehicle traffic by concrete curbs, planter boxes, parked cars, or raised from street level.



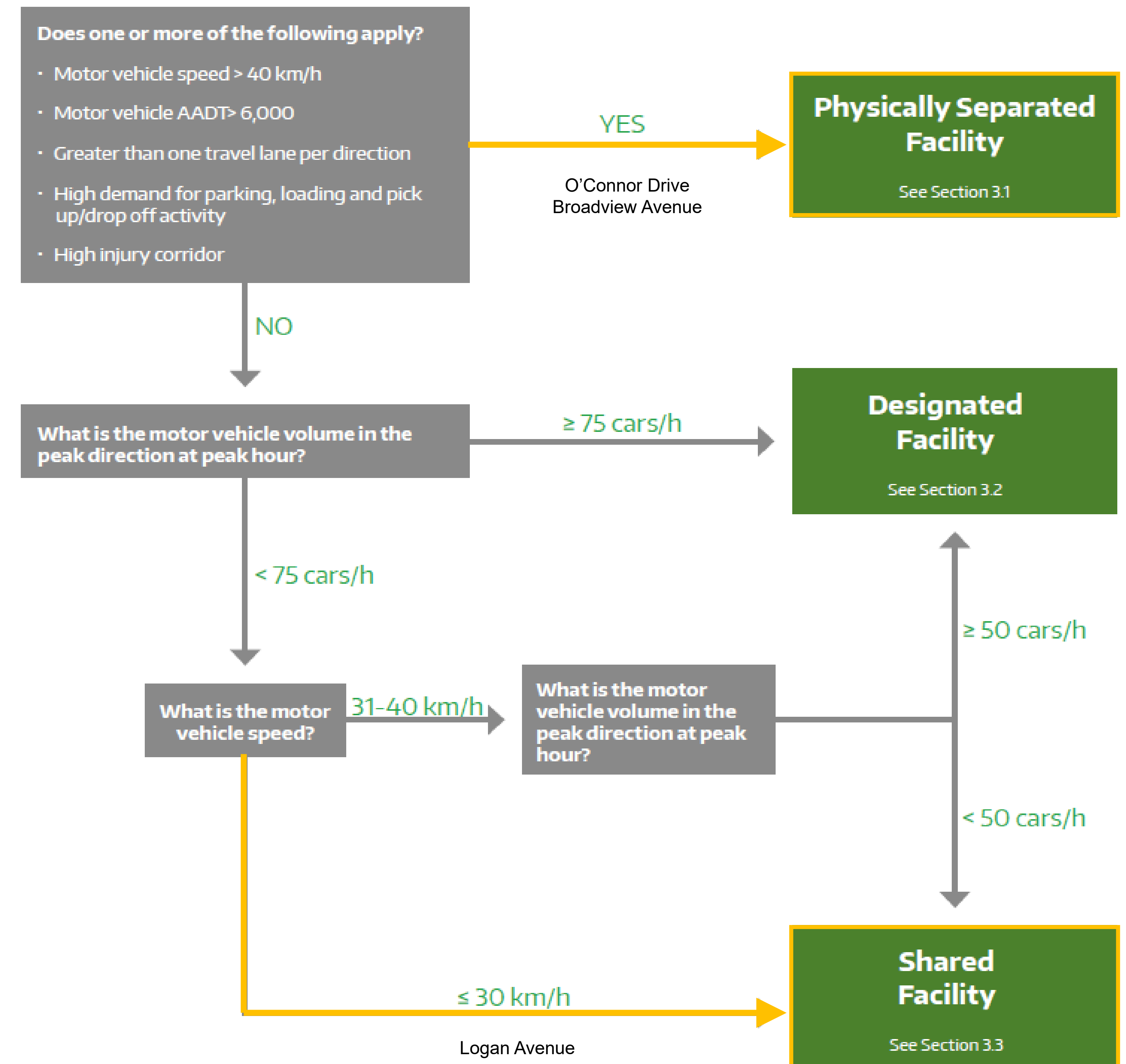
Contra-flow Bicycle Lanes

- Allow people to cycle in two directions on a street that is one-way for all other vehicles.
- People will cycle in the shared lane when travelling in the opposite direction.

Selecting the Right Type of Bikeway



- The City of Toronto's Facility Selection Matrix provides practitioners with guidance on selecting a facility type to create all ages and abilities bikeways based on suitability criteria
- The two main criteria for selecting a facility type for a specific corridor are **speed and volume** of motor vehicle traffic
- Community context (anticipated users, proximity of schools or retirement homes, and areas of high levels of tourism) and collision history of the corridor should also be considered
- Based on the existing speeds and volumes on O'Connor Drive and Broadview Avenue, a **physically separated facility** is recommended. On Logan Avenue, with traffic diversion, a Neighbourhood Greenway is proposed, which falls within the shared facility type.



Proposed Changes: Hopedale Avenue (Pape Avenue to O'Connor Drive)

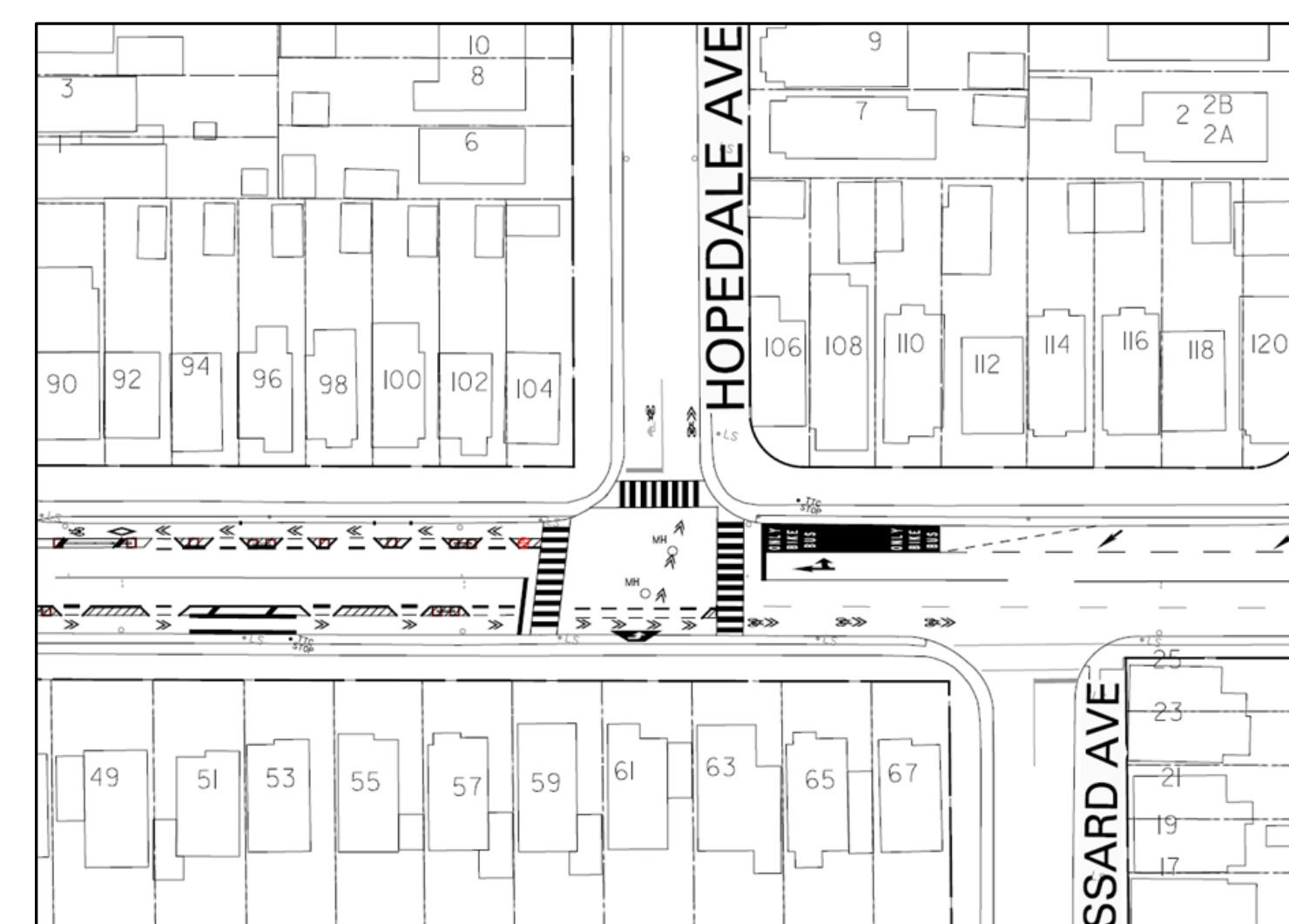


In this segment, the following is proposed:

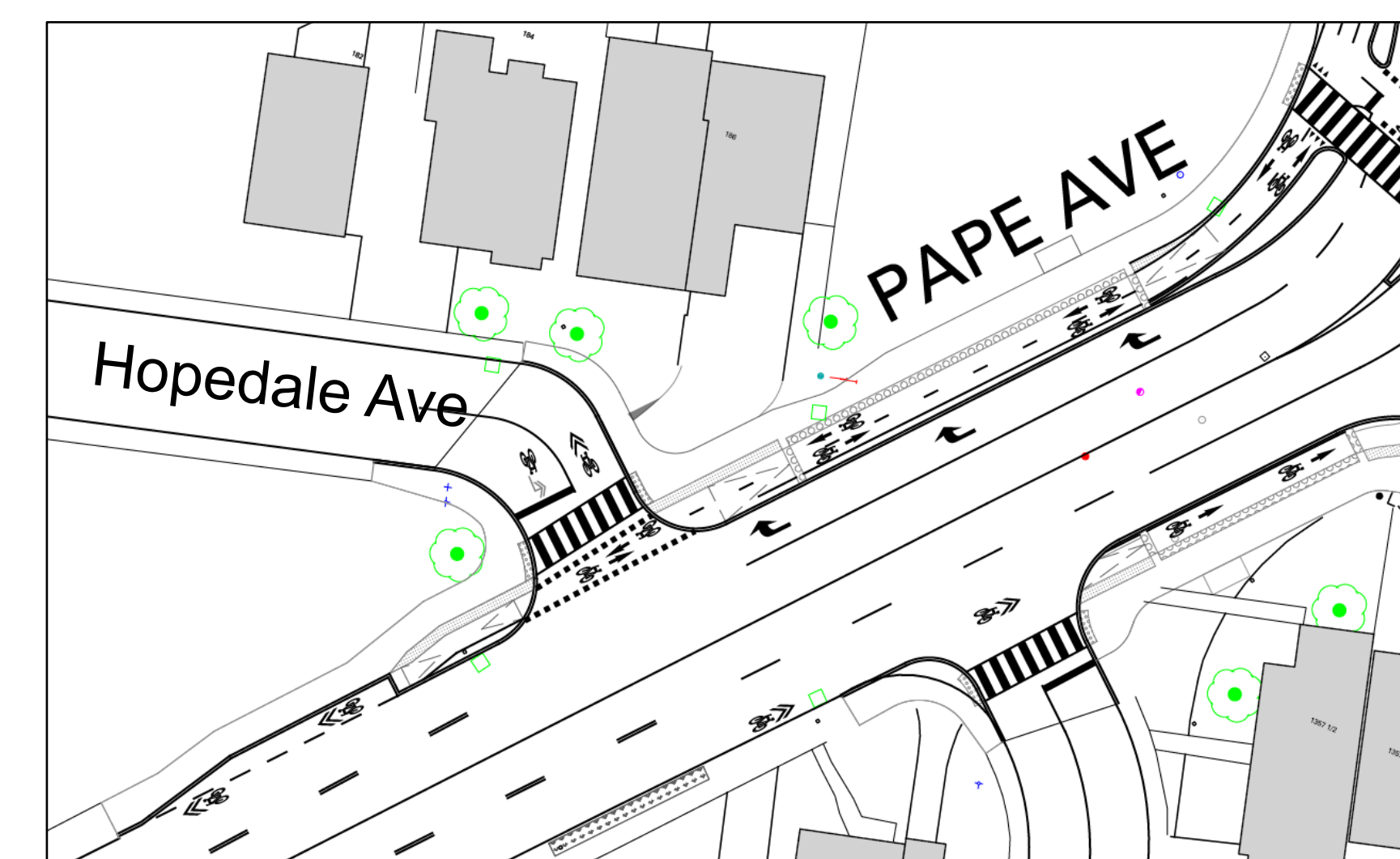
- On-street shared cycling connections with wayfinding lane markings and signage
- No changes for motor vehicle lanes or parking
- A new traffic signal at the Hopedale Avenue and O'Connor Drive intersection which will allow people cycling eastbound on O'Connor Drive to connect safely to the shared bikeway on Hopedale Avenue
- TTC bus stops will be relocated near the signal for better access to the stops from both sides of O'Connor Drive

Connection to Leaside Bridge

- The construction of the redesigned cycling connection across the Leaside Bridge and the Pape/Donlands/Millwood intersection in 2024 will include a two-way cycle track on the west side of the bridge that continues on Pape Avenue to Hopedale Avenue
- This new facility will allow people cycling from Hopedale Avenue to travel east then north without needing to cross Pape Avenue



Proposed configuration at O'Connor Drive and Hopedale Avenue



Future configuration at the Pape/Donlands/Millwood intersection part of the Leaside Bridge Project

Proposed Changes: O'Connor Drive (Pape Avenue to Broadview Avenue)

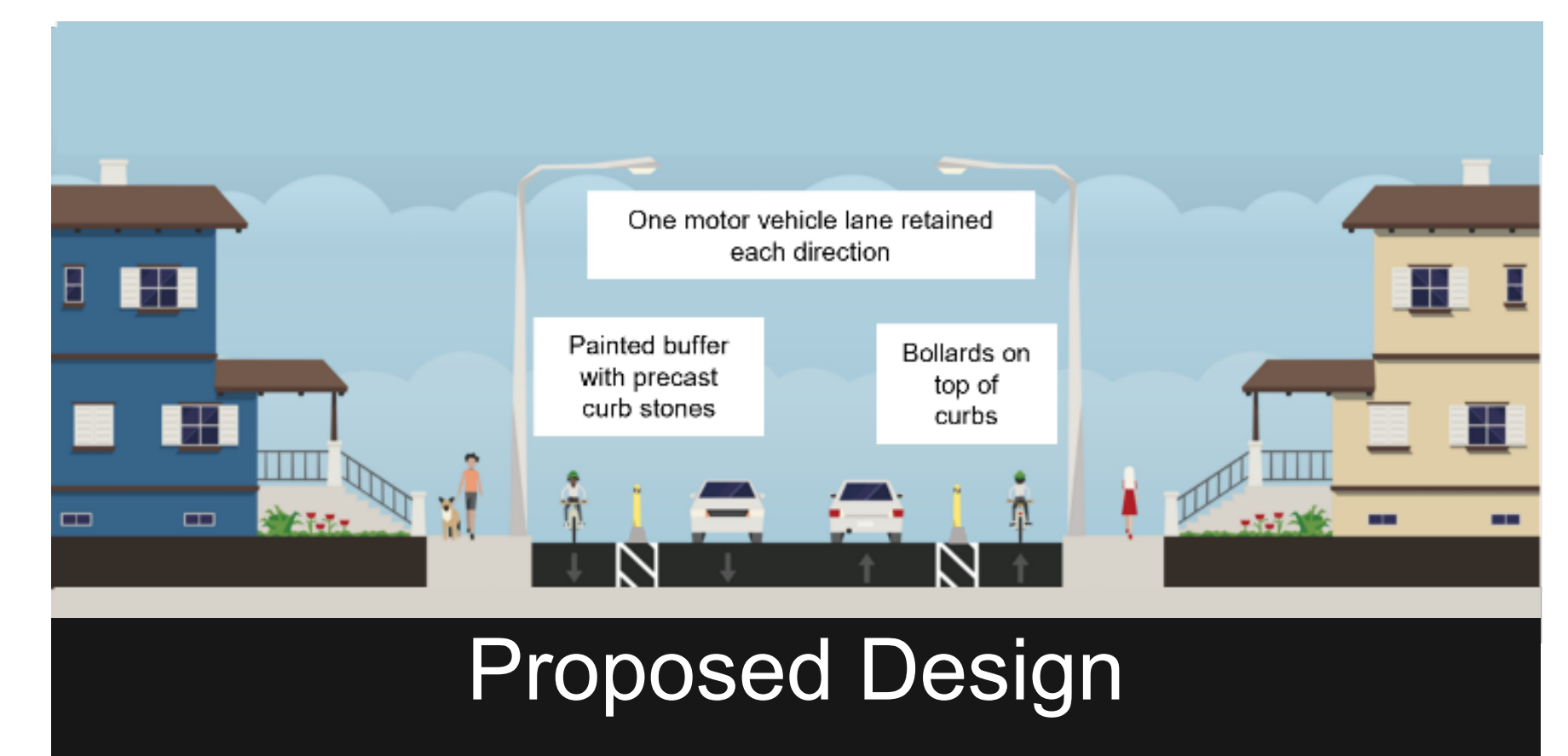
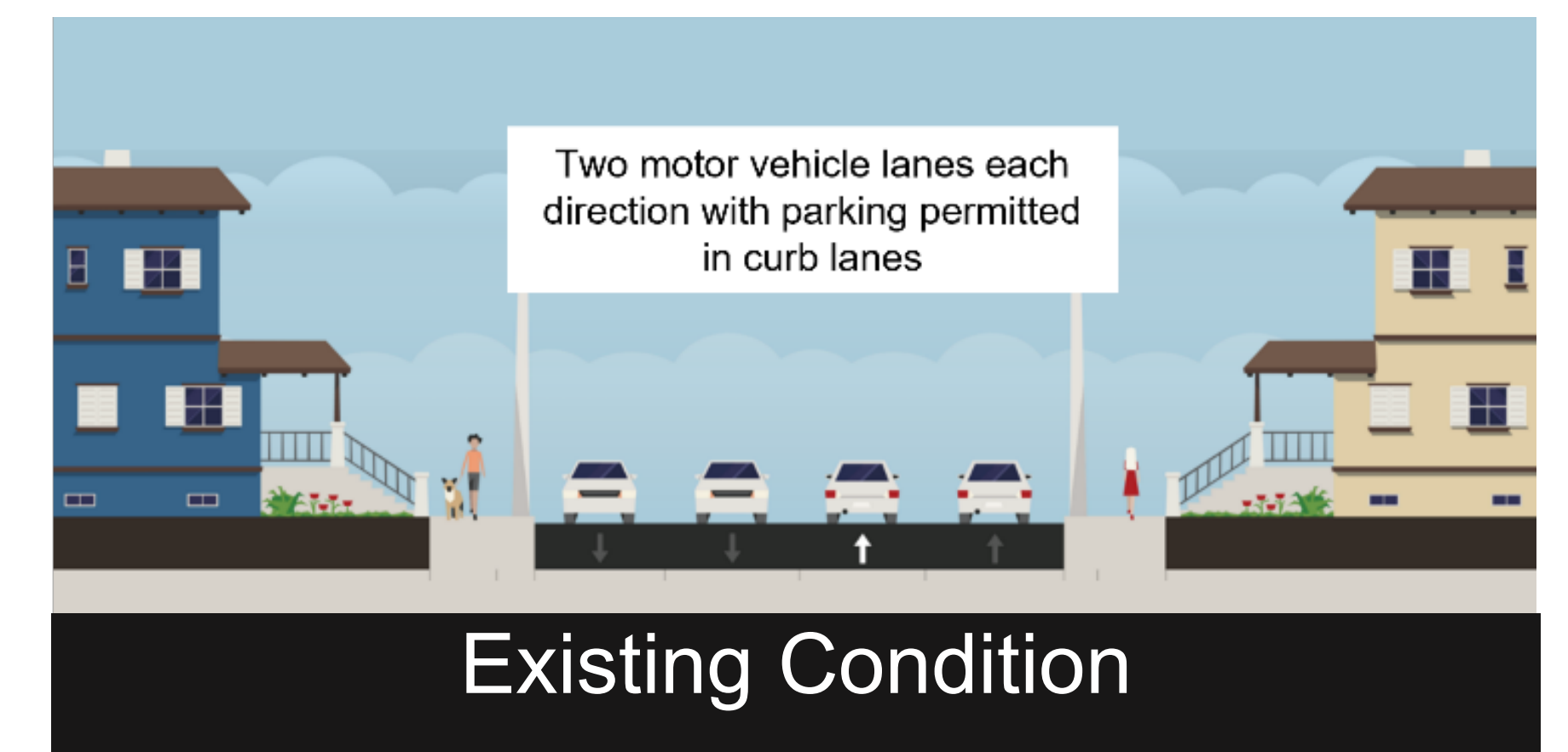


In this section, the following is proposed:

- On-street cycle tracks, one in each direction (painted buffer with physical separation where possible) west of Hopedale Avenue
- Reduce motor vehicle lanes from four (two in each direction) to two (one in each direction) west of Hopedale Avenue
- Wider vehicle lanes at O'Connor Drive and Broadview Avenue to allow safe travel of large vehicles at the bend
- Removal of on-street parking on both sides of O'Connor Drive west of Hopedale Avenue (33 spaces total)
- Removal of on-street parking on the north side of O'Connor Drive between Hopedale Avenue and Pape Avenue (9 spaces)
- Accessible platforms at transit stops where needed and feasible
- Bus stop relocation to new traffic signal at Hopedale Avenue

Project team has studied proposed motor vehicle lane reduction and **does not anticipate impacts to motor vehicle travel times.**

- The current weekday traffic volumes are **11,000-12,000**, which are below the typical capacity threshold for a two-lane road (20,000 vehicles/day)
- Peak hour volumes are also below the capacity thresholds
- The observed parking demand is very low with **1-4** cars parked on O'Connor Drive and **3-5** cars parked on Broadview Avenue in the 75 total spaces between Pape Avenue and Cosburn Avenue

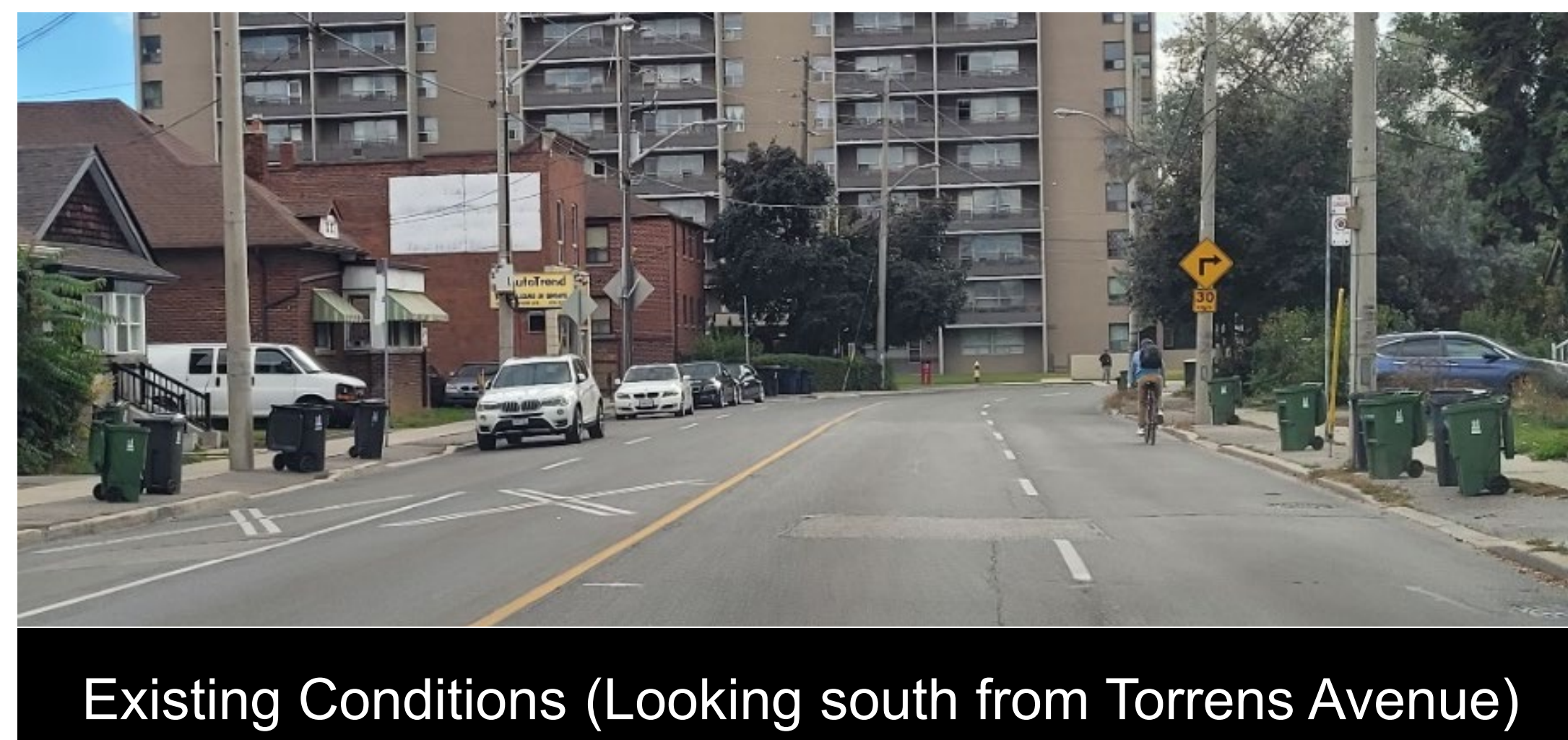


Proposed Changes: Broadview Avenue (O'Connor Drive to Cosburn Avenue)

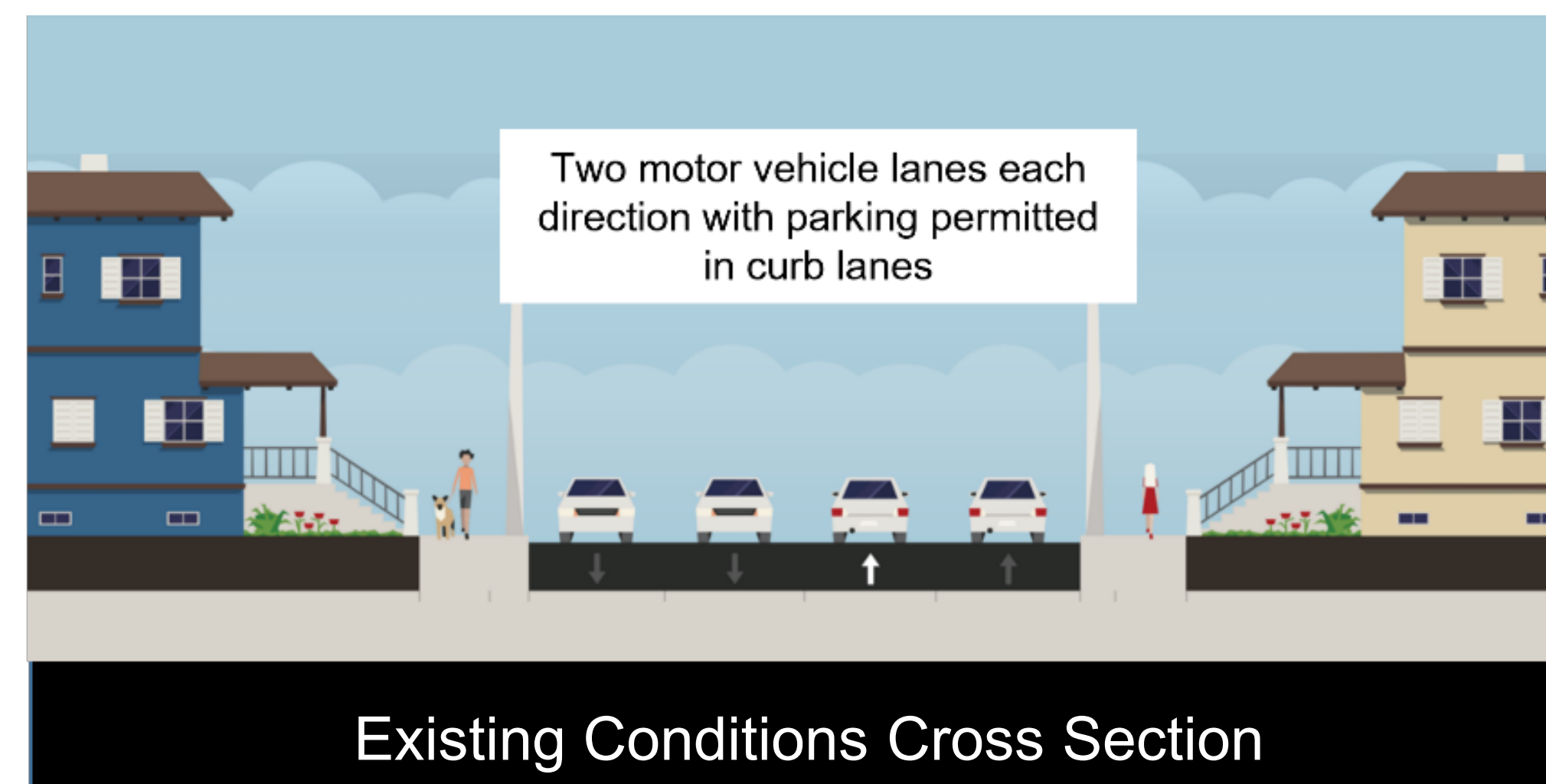


In this section, the following is proposed:

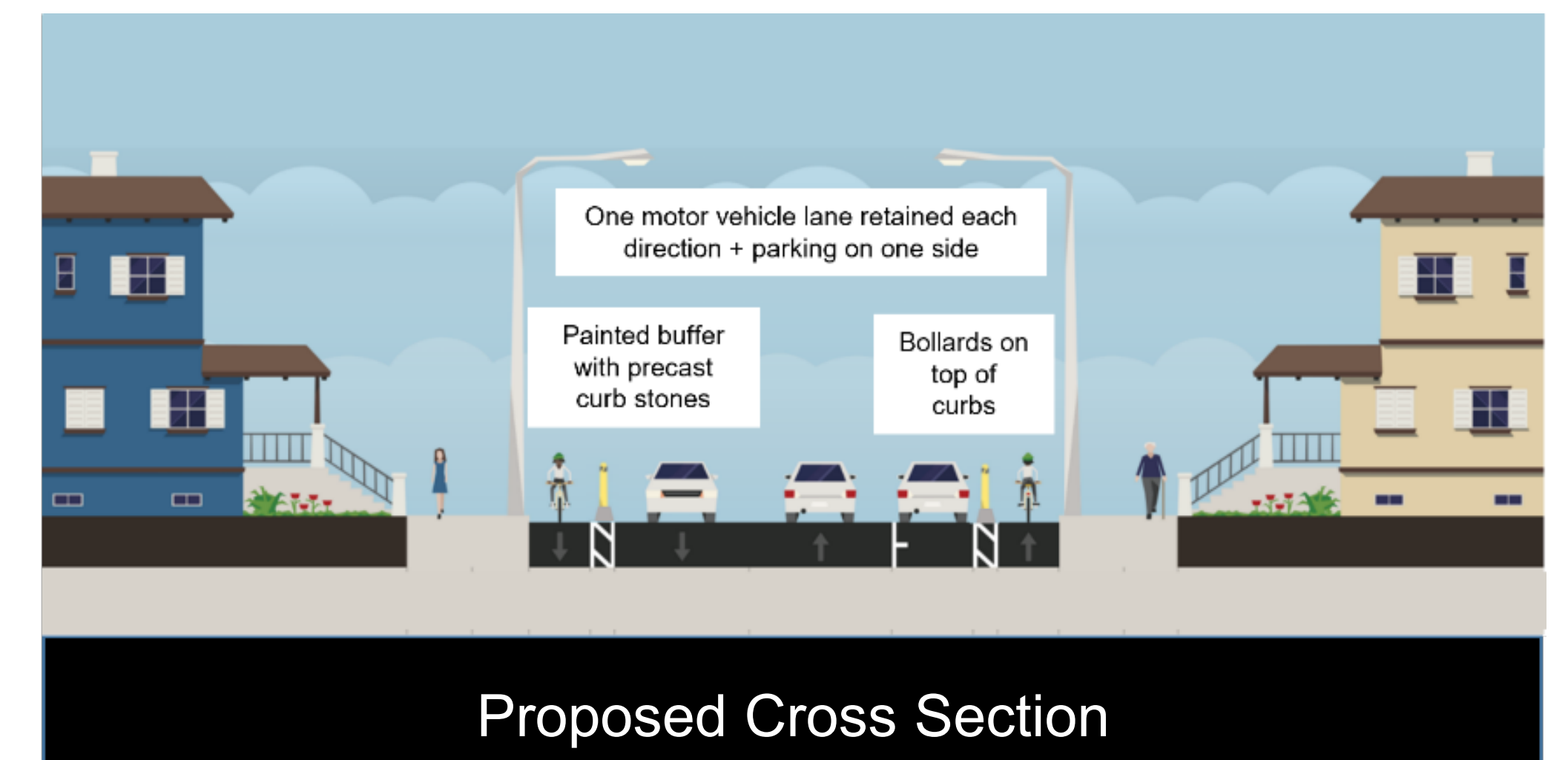
- On-street cycle tracks, one in each direction (painted buffer with physical separation, where possible)
- Physical separation in the buffer area wherever possible, including through the O'Connor/Broadview “bend” (bollards and/or precast curbs)
- Reduce motor vehicle lanes from four (two in each direction) to two (one in each direction)
- Eight on-street parking spaces provided on the east side of Broadview Avenue, 14 on-street parking removed on the west side
- Bus stop relocations to provide stops near protected crossings
- Accessible platforms at transit stops where needed and feasible
- Southbound left-turn prohibition may be required in the peak periods to maintain capacity at the Cosburn Avenue intersection (no left-turn lane provided)



Existing Conditions (Looking south from Torrens Avenue)



Existing Conditions Cross Section



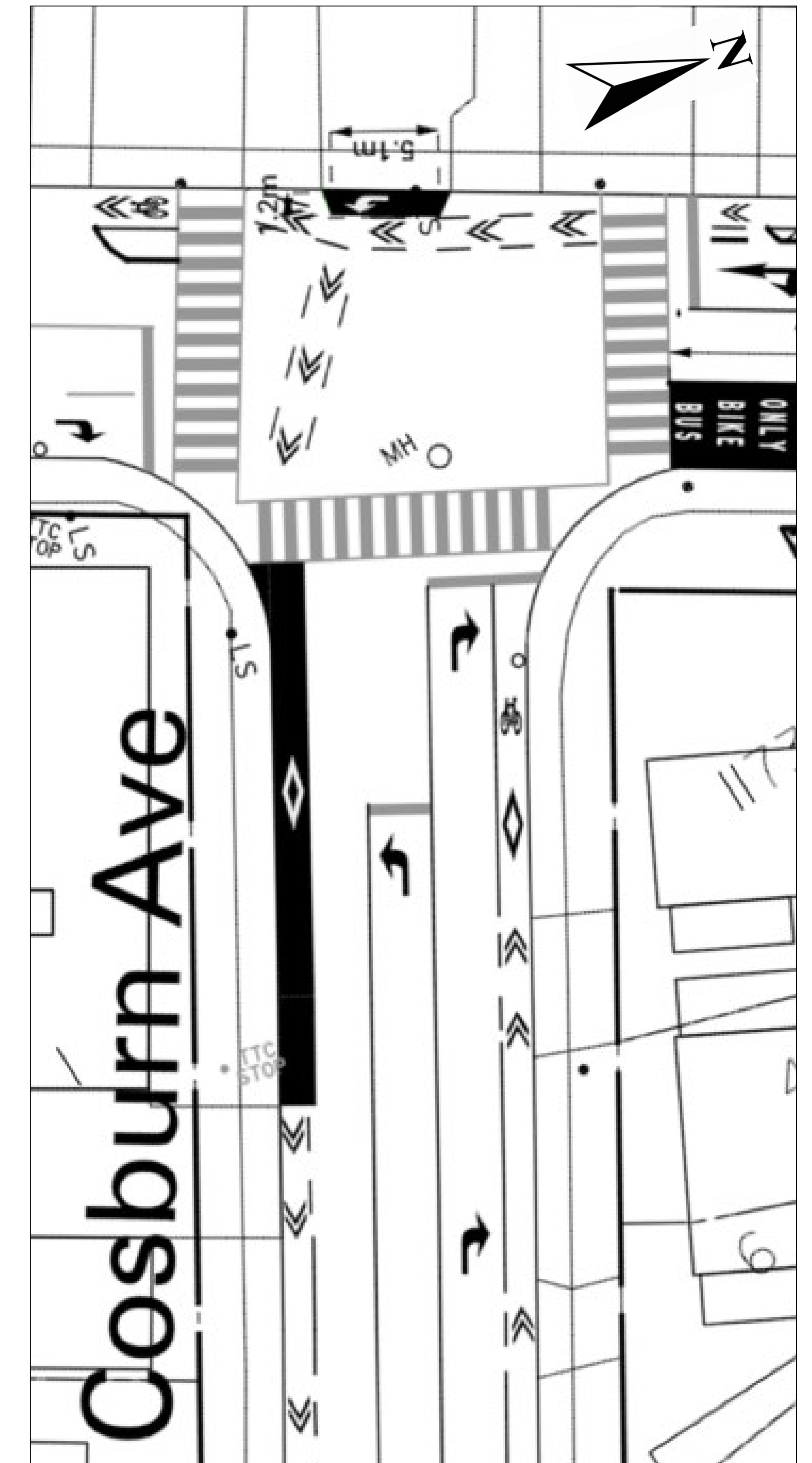
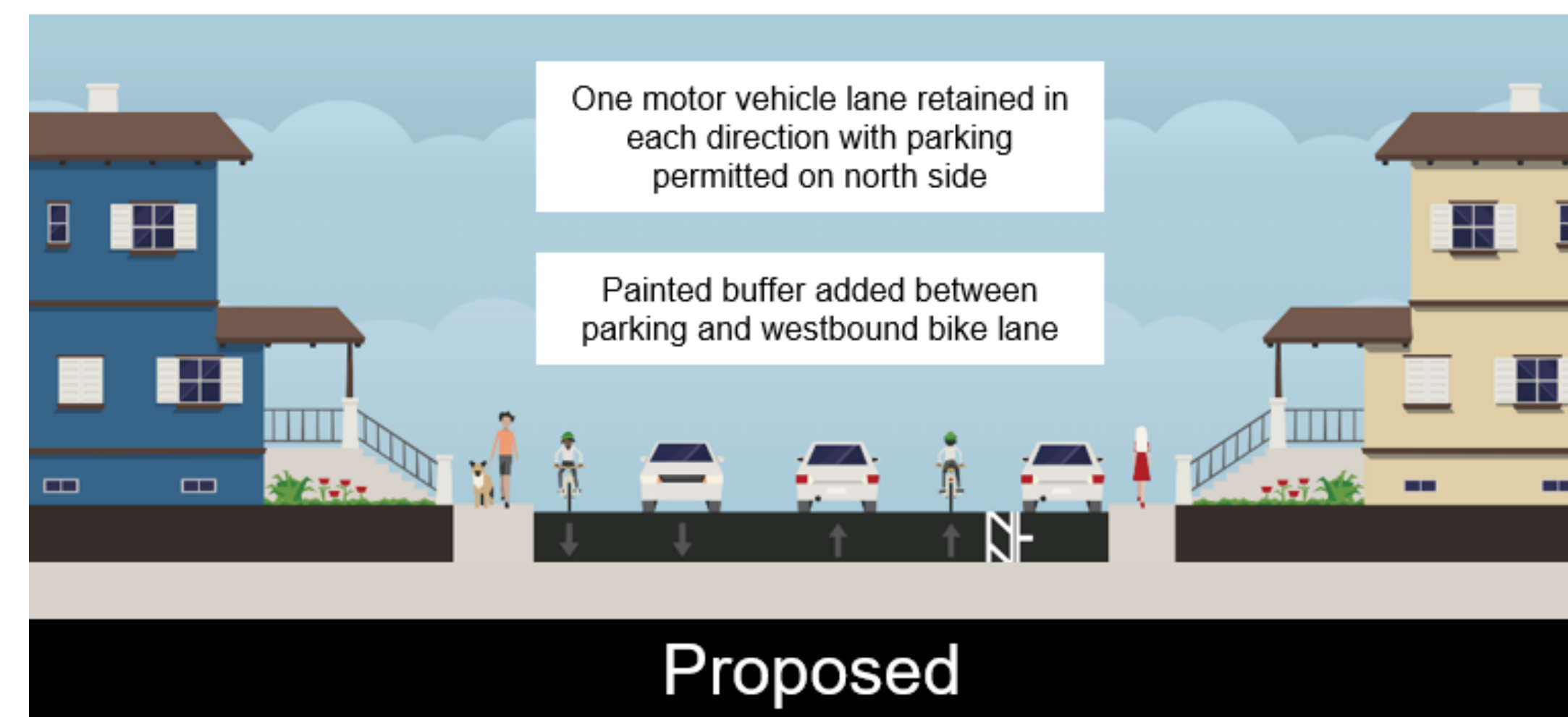
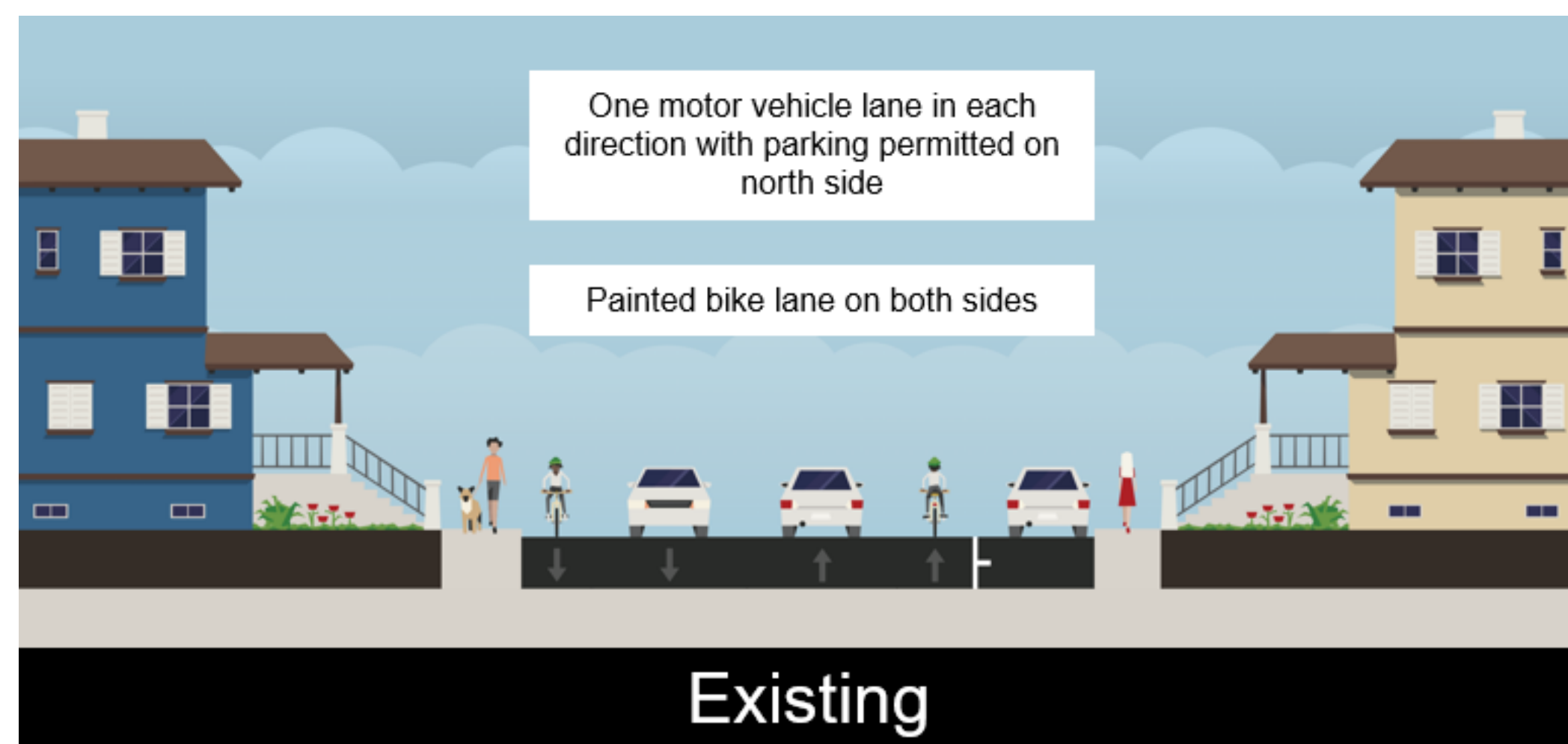
Proposed Cross Section

Proposed Changes: Cosburn Avenue (Broadview Avenue to Logan Avenue)



In this section, the following is proposed:

- Existing lane configuration on Cosburn Avenue including bicycle lanes and parking will remain generally unchanged
- Primary change will be to shift the west bound bicycle lane next to the curb at the Broadview Avenue intersection to better accommodate cyclist right-turns from Cosburn Avenue to Broadview Avenue
- Enhanced pavement markings and bicycle signal heads will be added at the Broadview Avenue intersection to accommodate the southbound left-turn for bicycles on to Cosburn Avenue



Proposed Changes: Logan Avenue (Cosburn Avenue to Danforth Avenue)

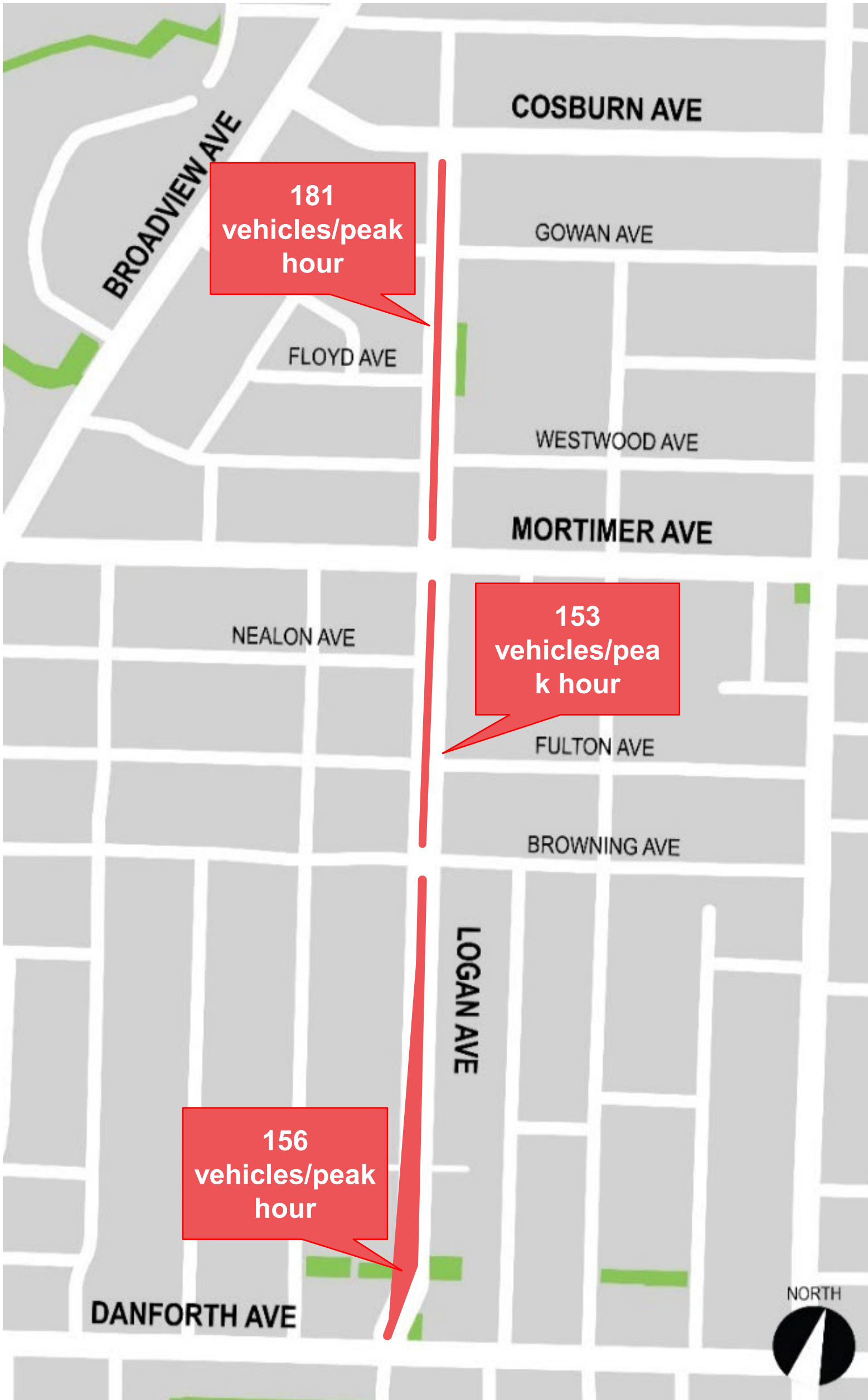


There are three options being proposed for Logan Avenue:

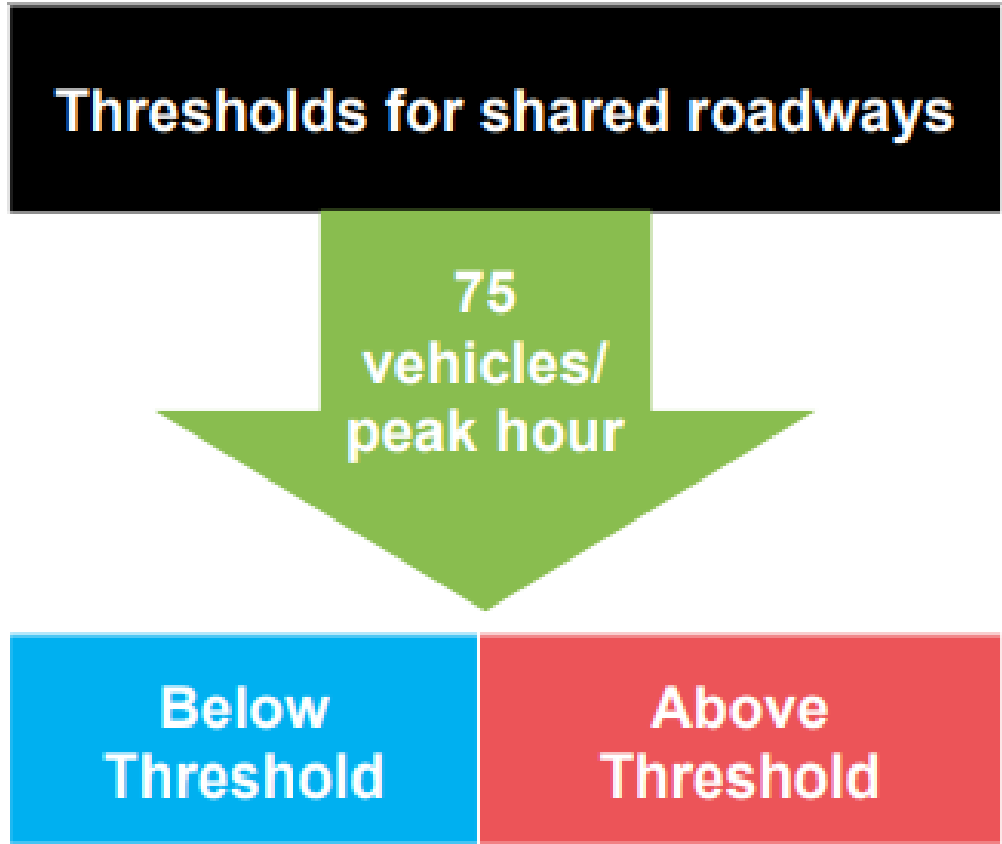
- **Option A:** Southbound Contraflow Bike Lane
- **Option B:** Southbound Contraflow Bike Lane and Traffic Diverters
- **Option C:** Contraflow Bike Lane with Directional Flip

Current traffic levels are above the threshold for a Neighbourhood Greenway meaning traffic diversion measures need to be installed to reduce traffic volume on the street.

Two options (Option B and Option C) would include traffic diversion measures to create a neighbourhood greenway.



Example of Diagonal diverter (proposed for Option B)



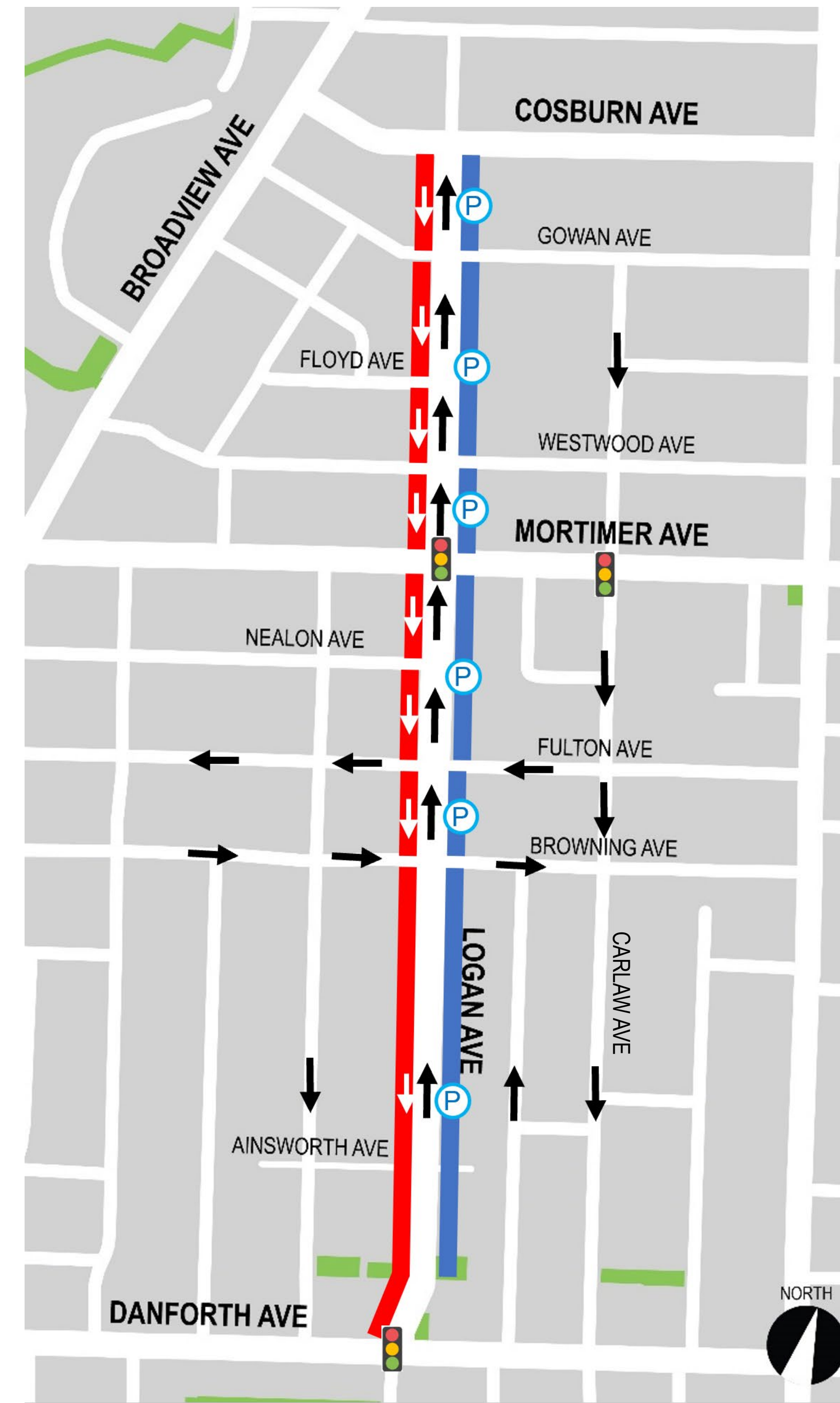
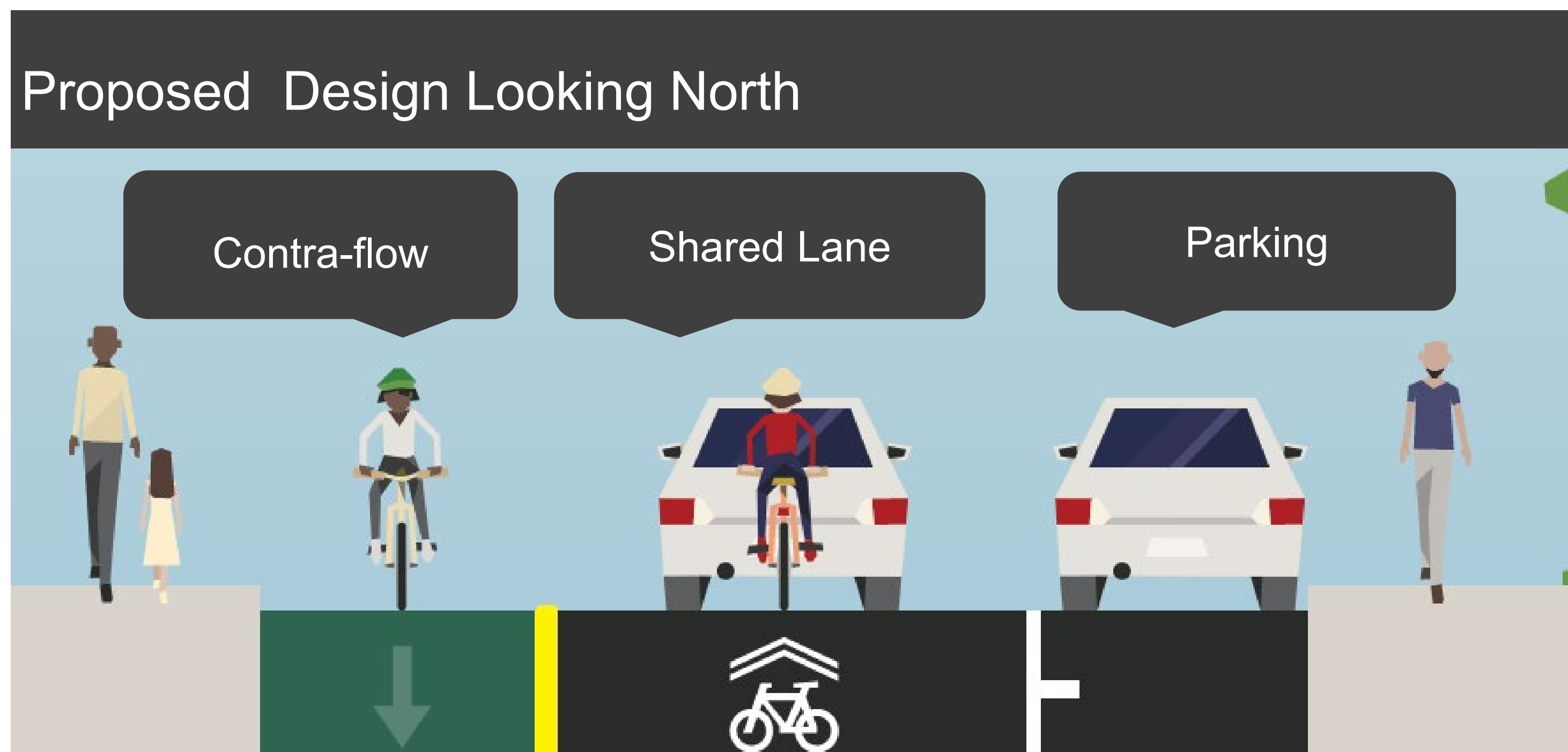
Proposed Changes: Logan Avenue (Cosburn Avenue to Danforth Avenue)



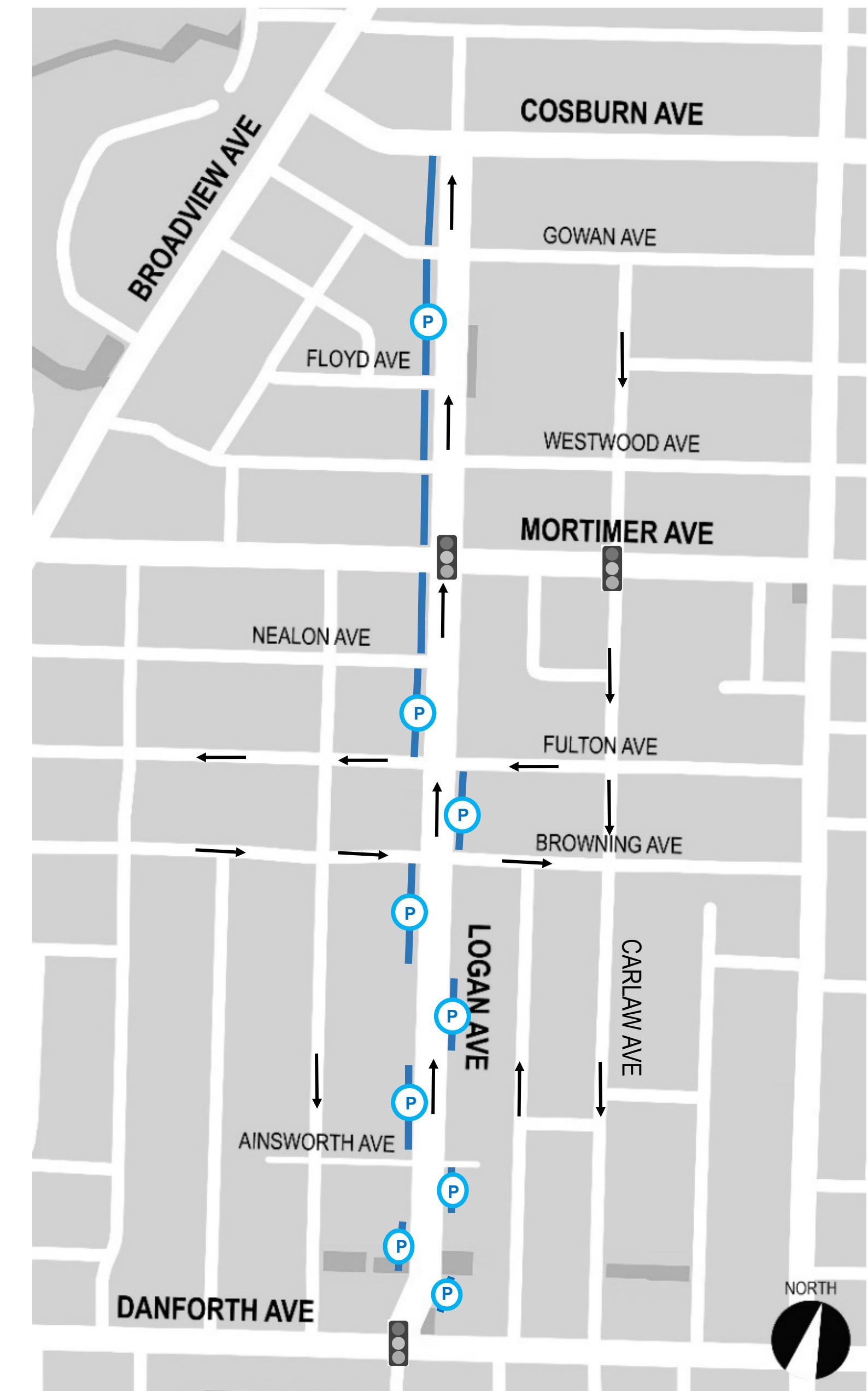
Option A: South-Bound Contraflow Bikeway

- Southbound contra-flow bike lane on the west side
- No changes to direction flow for motor vehicles
- All parking shifted to east side, no parking reduction
- Six additional parking spaces added

This option does not include traffic calming measures and would not create a Neighbourhood Greenway



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



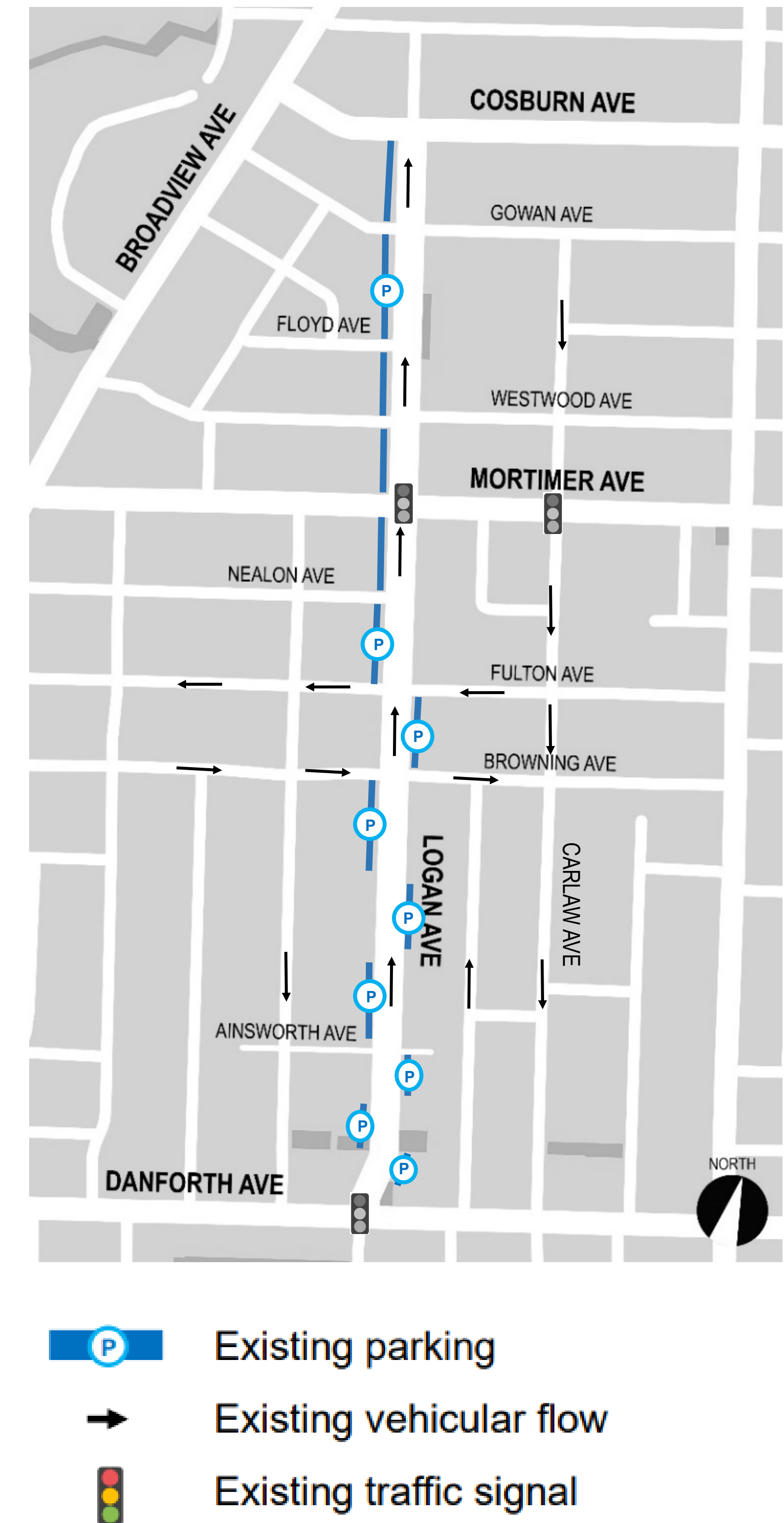
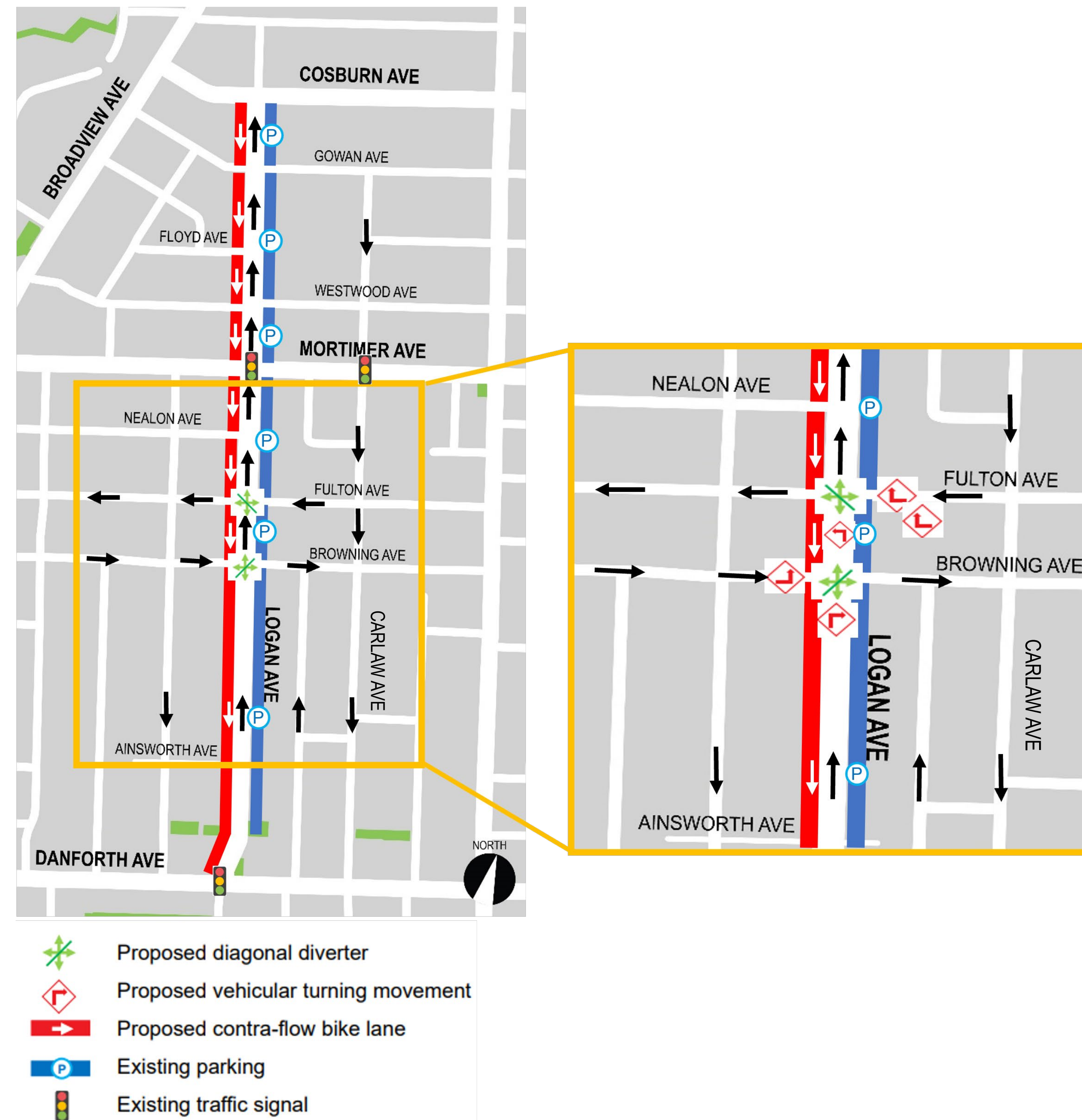
- P Existing parking
- Existing vehicular flow
- Existing traffic signal

Proposed Changes: Logan Avenue (Cosburn Avenue to Danforth Avenue)



Option B: Southbound Contraflow Bike Lane and Traffic Diverters

- Southbound contraflow bike lane on the west side
- Diagonal diverter added at Fulton Avenue:
 - Northbound vehicles on Logan Avenue must turn west onto Fulton Avenue
 - Westbound vehicles on Fulton Avenue must turn north onto Logan Avenue
- Diagonal diverter added at Browning Avenue:
 - Northbound vehicles on Logan Avenue must turn east onto Browning Avenue
 - Eastbound vehicles on Browning Avenue must turn north onto Logan Avenue
- To accommodate vehicle turns at the diagonal diverter, some parking spaces are anticipated to be removed on Logan Ave and streets with associated changes:
 - Total parking spaces after reconfiguration on the entire length of Logan Avenue and streets with associated changes would be three (3) greater than existing conditions and sufficiently serves observed demand
 - One parking space reduced on Logan Avenue north of Fulton Avenue
 - One parking space reduced on Fulton Avenue west of Logan Avenue
 - One parking space reduced on Browning Avenue east of Logan Avenue

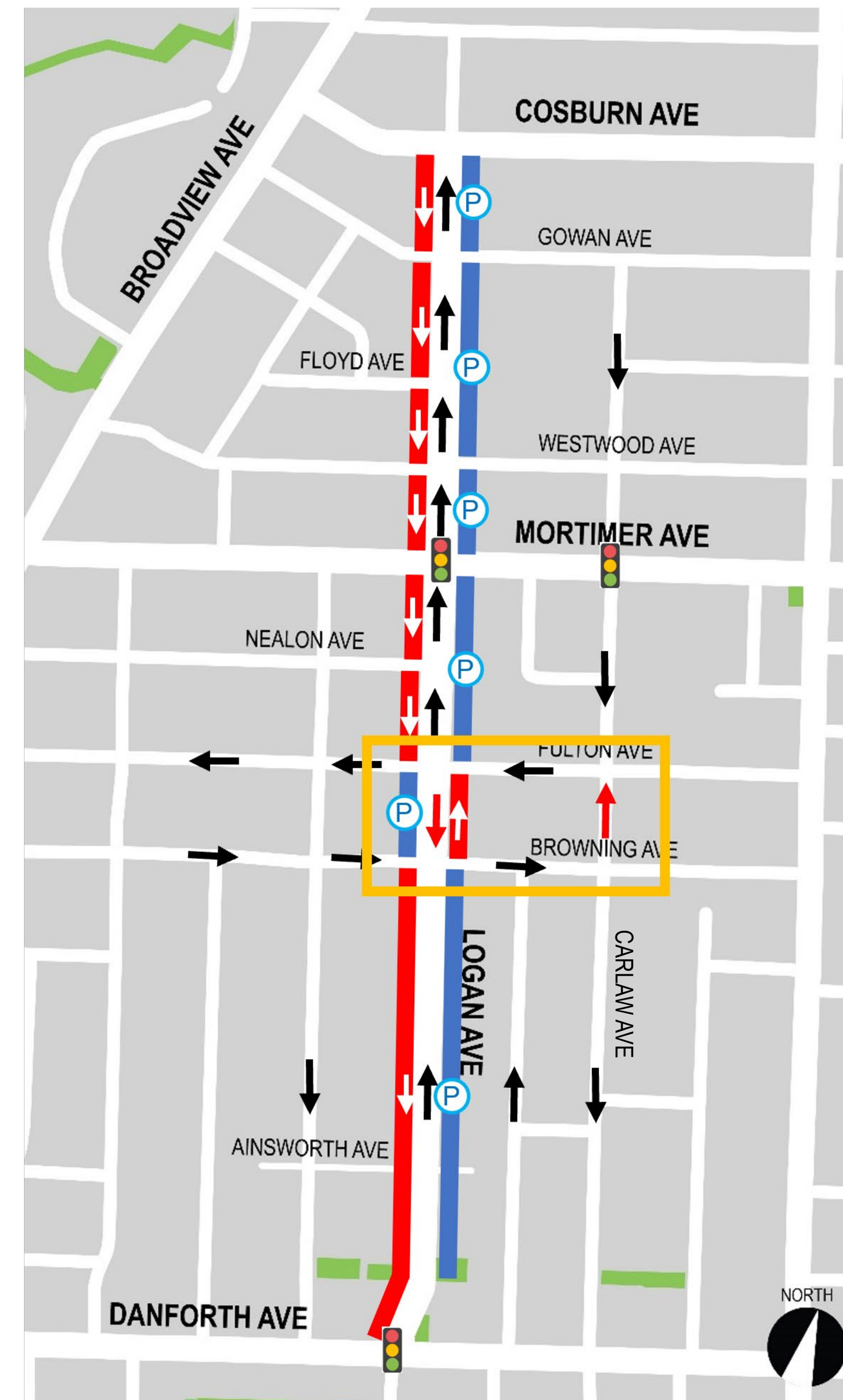


Proposed Changes: Logan Avenue (Cosburn Avenue to Danforth Avenue)

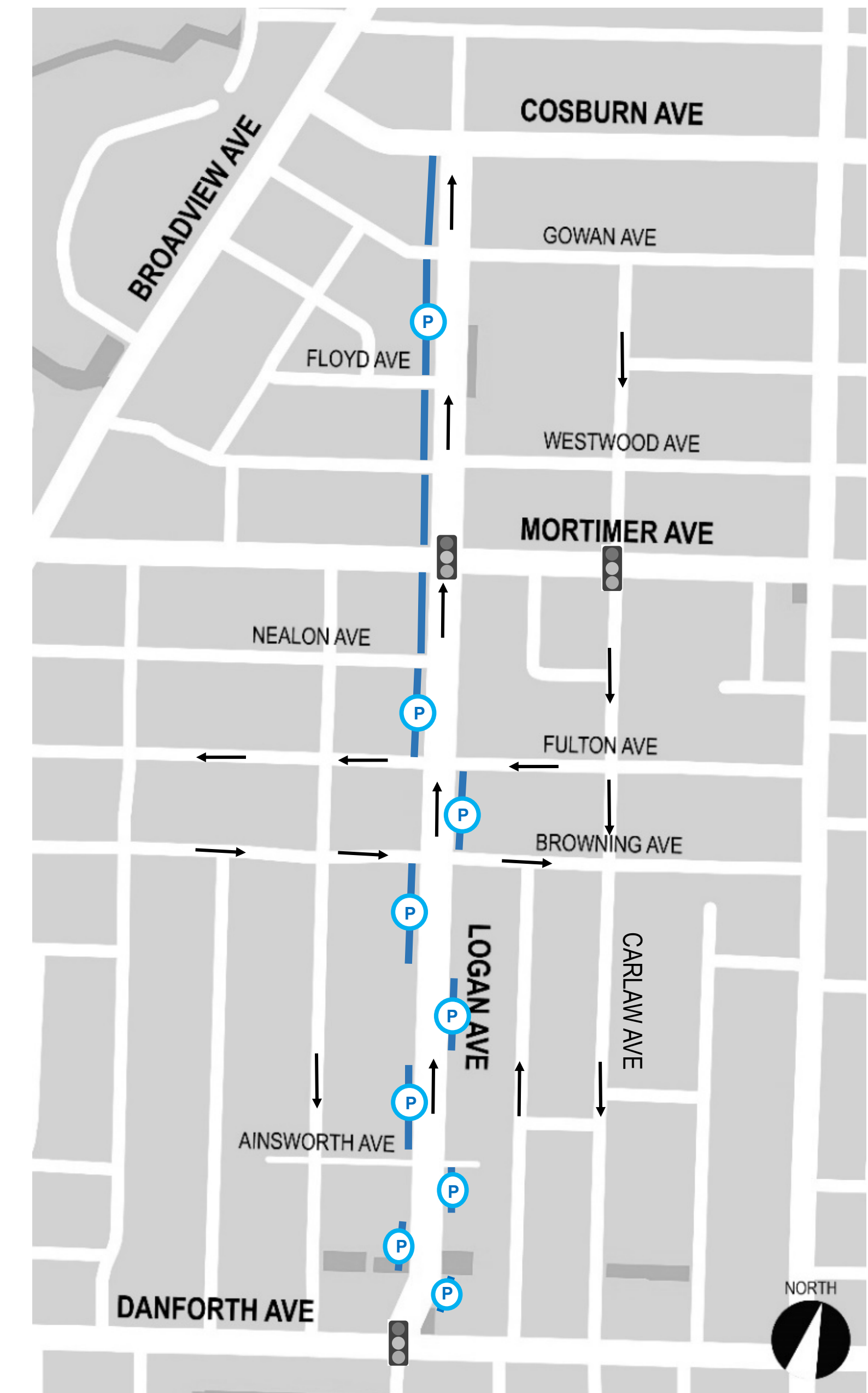


Option C: Contraflow Bike Lane with Directional Flip

- Southbound contra-flow bike lane on the west side
- Northbound contraflow bike lane on the east side between Fulton Avenue and Browning Avenue
- One-way direction flow for motor vehicles:
 - Logan Avenue between Fulton Avenue and Browning Avenue changes to southbound
 - Carlaw Avenue between Fulton Avenue and Browning Avenue changes to northbound
- Parking shifted to east side for southbound contra-flow
- Parking shifted to west side Browning Avenue to Fulton Avenue, reduction of three parking spaces
- Three additional parking spaces added on the corridor



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



- Existing parking
- Existing vehicular flow
- Existing traffic signal

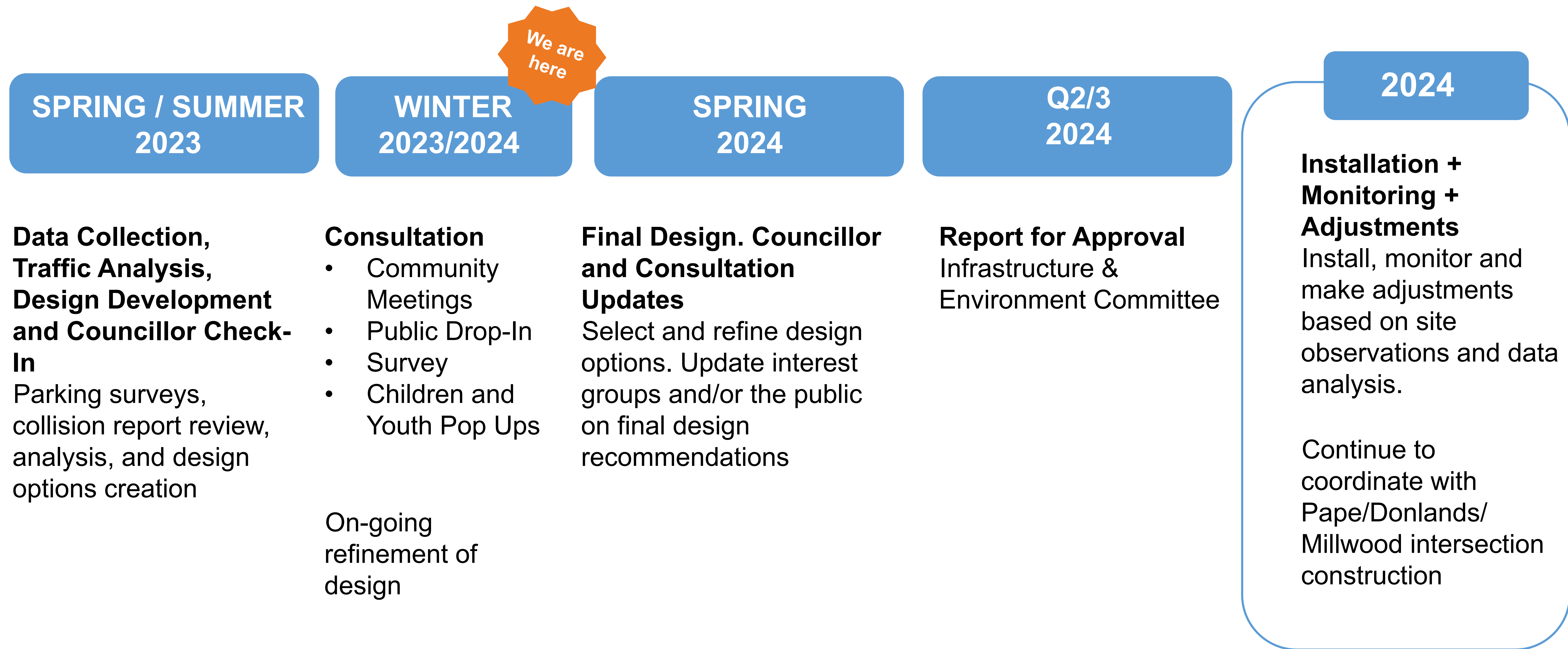
Logan Avenue | Options Comparison



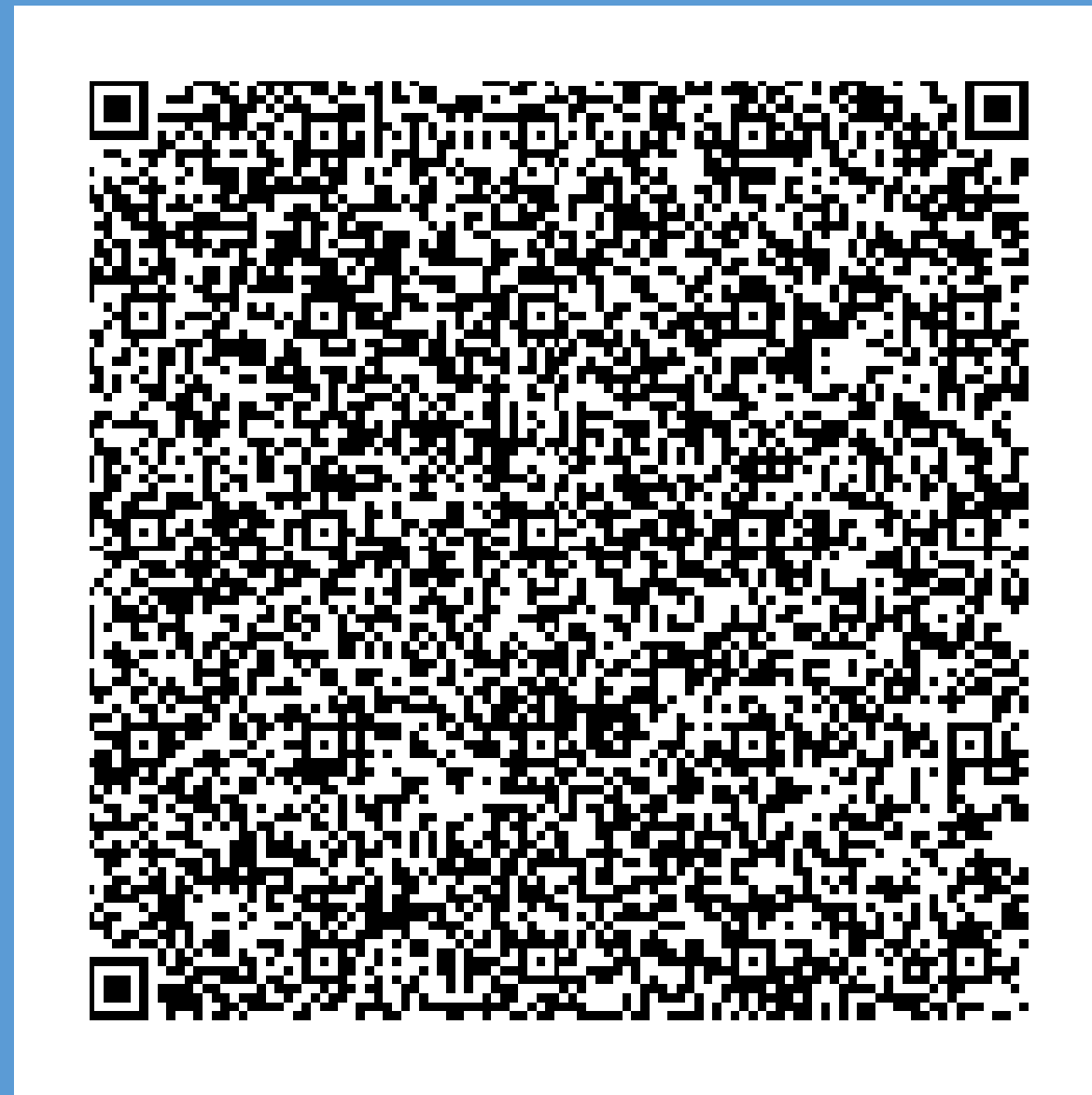
The City is seeking public feedback on the options for Logan Avenue.

Option	Parking Supply	Pros	Cons
A – Contraflow bike lane only	6 additional parking spaces provided on corridor	<ul style="list-style-type: none"> •Interventions are minimal – smallest variation from today’s configuration 	<ul style="list-style-type: none"> •Will not reduce motor vehicle volumes, therefore the street will not meet recommended shared lane/Neighbourhood Greenway thresholds
B – Contraflow bike lane with two Diagonal Diverter	<p>Reduction of 3 parking spaces around diverters</p> <p>Overall, 3 additional parking spaces provided on corridor</p>	<ul style="list-style-type: none"> •Northbound vehicle volumes reduced on Logan Avenue •Continuous contra-flow bike lane provided •Opportunity to incorporate green streets elements 	<ul style="list-style-type: none"> •Driving straight through Logan Avenue would no longer be allowed requiring an alternate route
C – Contraflow bike lane with directional flip	<p>Reduction of 3 parking spaces with shift to west side between Browning Avenue and Fulton Avenue</p> <p>Overall, 3 additional parking spaces provided on corridor</p>	<ul style="list-style-type: none"> •Northbound vehicle volumes reduced on Logan Avenue 	<ul style="list-style-type: none"> •Driving straight through Logan Avenue would no longer be allowed requiring an alternate route •Compared to Option B, the reduction of motor vehicle volumes may not be as effective due to short detour distance required •Continuous contraflow bike lane not provided

Project Timeline



Next Steps



Once you have reviewed the project details, please take a few moments to complete a short survey by March 21, 2024.

Find survey at toronto.ca/LeasideDanforthCycling or scan QR code with your phone's camera.

CONTACT US

For more project information, please contact:

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MARCH 27, 2024 – Comment Period Closes

APRIL 2024 – Consultation Report Published on Project Page

MAY 28, 2024 – Project will present at Infrastructure and Environment Committee

SUMMER 2024 – Subject to Council approval, project is planned for installation

POST-INSTALLATION – Ongoing monitoring and evaluation