



Trethewey Drive Complete Street

Public Workshop | Existing Conditions
June 12, 2024

Land Acknowledgement



I acknowledge the land I am standing on today is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Metis peoples.

I also acknowledge that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaty signed with multiple Mississaugas and Chippewa bands.

Tkaronto is built on sacred land that is part of an agreement between Indigenous peoples and then extended to allied nations to peacefully and respectfully care for it.





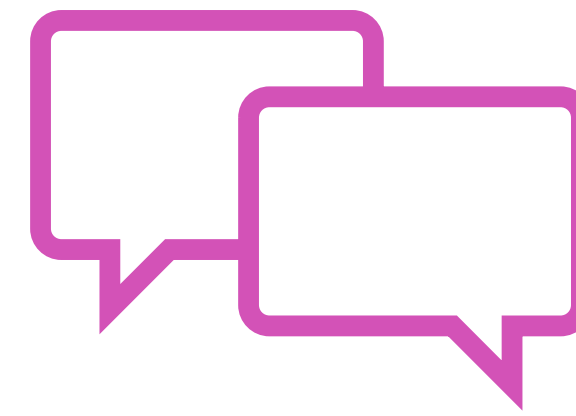
Be brief: Limit yourself to one question when called on to speak.

Be respectful: As a participant, you agree to abide by the City of Toronto's Anti-Harassment / Discrimination Policy, Human Rights, and Hate Activity Policy. The following will not be tolerated and may result in being removed from the meeting:

- . Coarse language, aggression, threats, and intimidation
- . Harassment, discrimination, and hate activity
- . Canvassing, campaigning, or solicitation
- . Behaviour that limits participation of fellow attendees
- . Violence of any kind

Agenda

1. Introductions
2. Councillor Remarks
3. Presentation
4. Questions for Clarification
5. Workshop



Objective

- Share project scope
- Understand how the street currently preforms (what works, what doesn't)
- Gather ideas for how to improve Trethewey Drive



Transportation Services

Becky Katz, Manager, Cycling & Pedestrian Projects

Karina Fortin, Senior Project Manager, Cycling & Pedestrian Projects

Sayan Sivapathasundaram, Engineer, Cycling & Pedestrian Projects

Public Consultation Unit

Pablo Muñoz, Senior Coordinator, Public Consultation Unit



Councillor Frances Nunziata
City of Toronto, Ward 5 York South-Weston

Project Overview

Project Overview | Trethewey Drive Complete Street

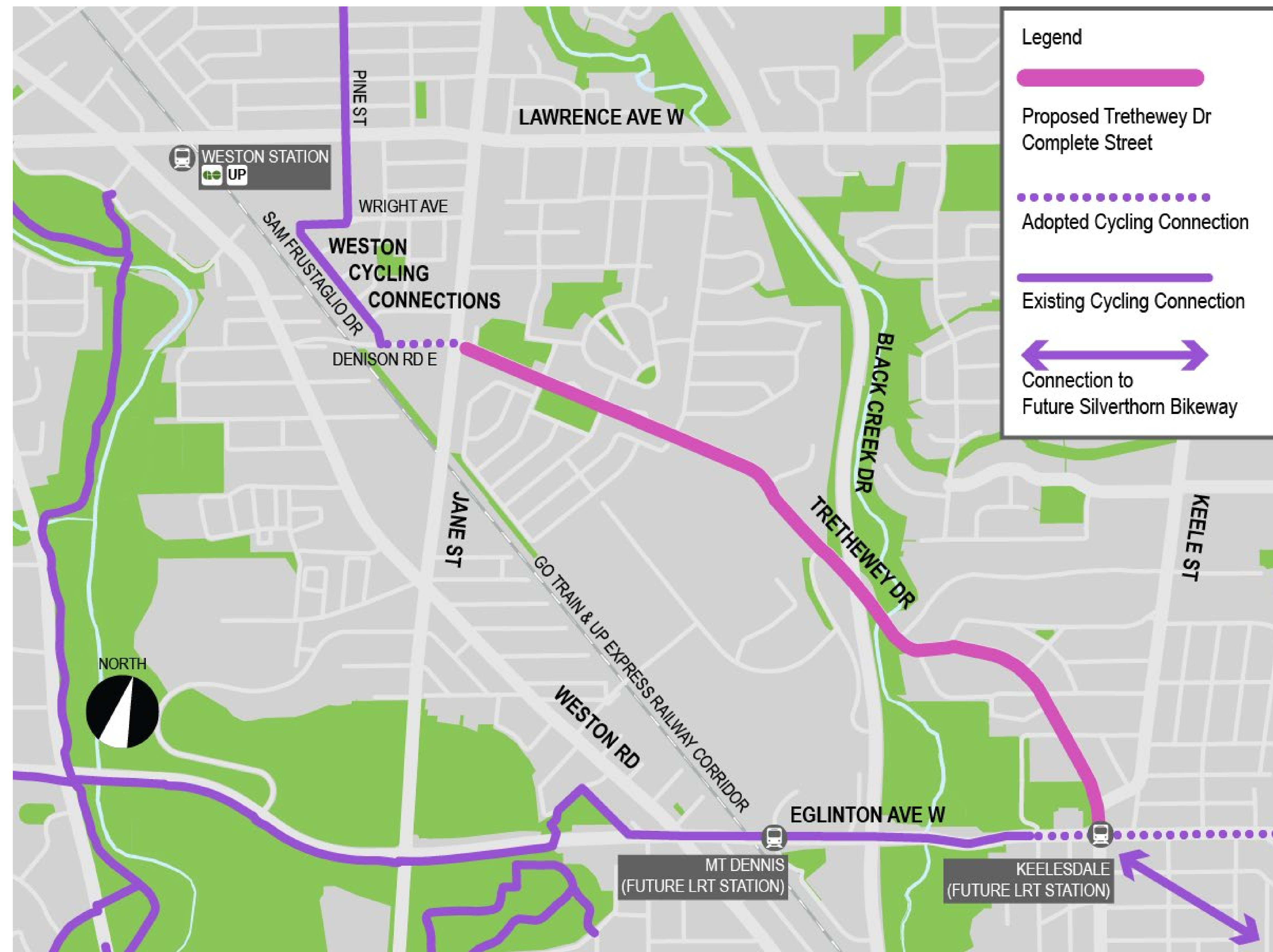


The City of Toronto is proposing to install complete street features on Trethewey Drive, which includes road safety improvements, bus stop enhancements and a bikeway, between Eglinton Avenue West and Jane Street.

Complete streets enhance road safety and accessibility for all road users, including: pedestrians, people cycling and people driving.

The proposed 2.5km complete street would connect to the proposed bikeway on Eglinton Avenue West, the future Keelesdale Eglinton Crosstown LRT Station and public transit on Jane Street.

Trethewey Drive was identified in the Council-approved Cycling Network Near Term Implementation Program for implementation in 2022-2024.



Project Overview | Scope and Goals



Scope:

This project is a quick build complete street project, addressing Trethewey Drive's road safety issues and planned for installation in 2025.

Quick build projects can include:

- New or modified traffic signals and pedestrian crossings
- Pavement marking modifications
- Pre-cast materials such as curb extensions, low walls, curbs and flexible posts
- Minor concrete work such as new curb ramps with tactile walking surface indicators (TWSIs)

This project will inform the future major civil work currently planned for 2028-2029.

Goals:

Improve safety for people walking, cycling and driving

Reduce motor vehicle speeds and improve the visibility and predictability of all road users.

Encourage cycling by connecting and improving bikeways

Make cycling a more comfortable experience and connect a 2.5 km corridor with active transportation opportunities and connections to TTC, UP Express and GO Transit.

Maintain access to driveways and City services

Maintain access to driveways and ensure the continued provision of snow clearing, solid waste removal, and TTC bus service.





Upcoming active transportation improvements, and state of good repair projects, in the area:

2024+: Eglinton Avenue West Complete Street

Eglinton Avenue from Bicknell Avenue to Mount Pleasant Road (Phase 1)

- Installation of complete street features including cycle tracks connecting Eglinton Crosstown LRT (Light Rail Transit) stations. The project will be phased to align with the opening of the LRT.

2025+: Jane Street RapidTO

Jane Street from Steeles Avenue to Eglinton Avenue West

- Phase 2 consultation in fall 2024 for bus priority lanes. If approved, installation in 2025+.

2025: West Cycling Connections

Denison Road East from Jane Street to 190m West of Jane Street (Phase 2)

- Bikeway construction, including signal work at Jane Street and Trethewey Drive

Approximately 2028+: Trethewey Drive Road Rehabilitation

Trethewey Drive from Jane Street to Eglinton Avenue West

- Major road resurfacing

*Timelines are subject to change

Project Overview | How Decisions are Made



Policy, technical requirements, as well as feedback from the public will inform the design for the Trethewey Drive Complete Street project.

Public Input

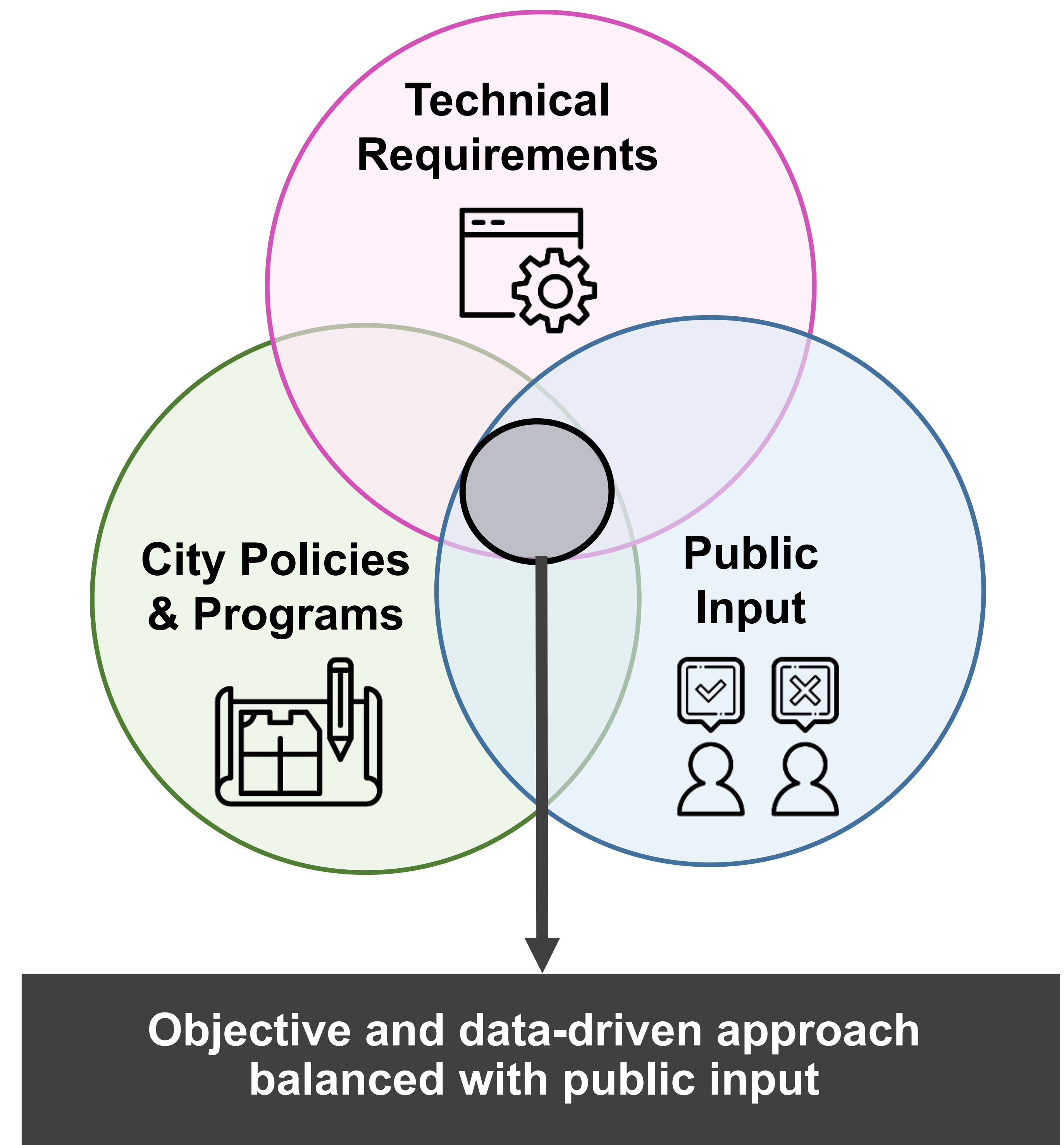
- Community expertise, sharing concerns, opportunities and priorities based on their expertise and lived experience

City Policies and Programs

- Council directives, such as TransformTO Climate Action Strategy, Vision Zero Road Safety Plan
- Cycling Network Plan prioritization framework

Technical Requirements

- Construction and design standards, such as Universal Design
- Coordinating with other major works (such as delivering through road reconstruction, and avoiding construction conflicts)



Project Overview | Project Milestones



WE ARE HERE

Phase 1 Consultation Existing Conditions

June
2024

- Councillor briefing
- Interest group meetings
- Public workshop
- Online interactive map

Phase 2 Consultation Preliminary Design

Fall
2024

- Pop-ups
- Public event

Detailed Design

Late 2024/
Early 2025

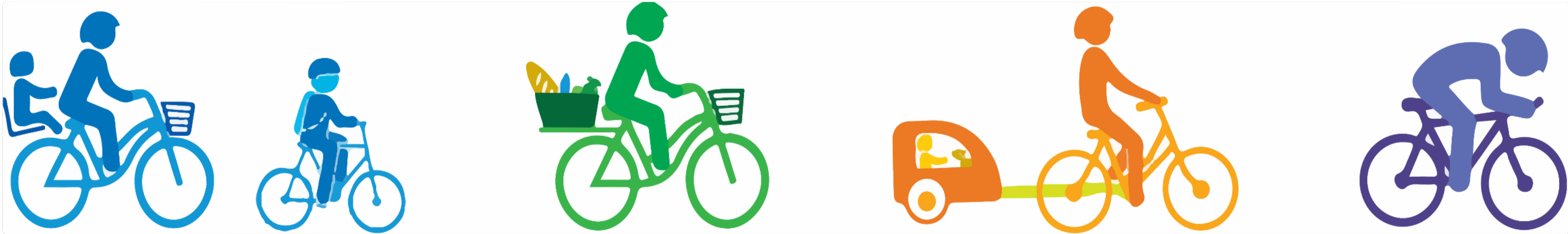
- Refine design based on feedback
- Update web page

Early 2025

Council Report
Infrastructure and Environment
Committee

Summer 2025

**Installation of quick-build Trethewey Drive Complete Street
(Pending Council Approval)**



Why consider change?

Why Consider Change | Policy Rationale



The City's Complete Streets are 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 2030



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



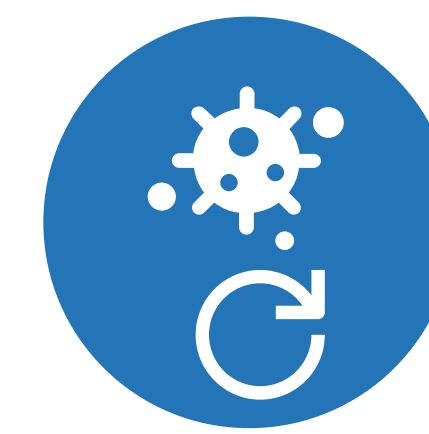
Reduce Reliance on Motor Vehicles

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.

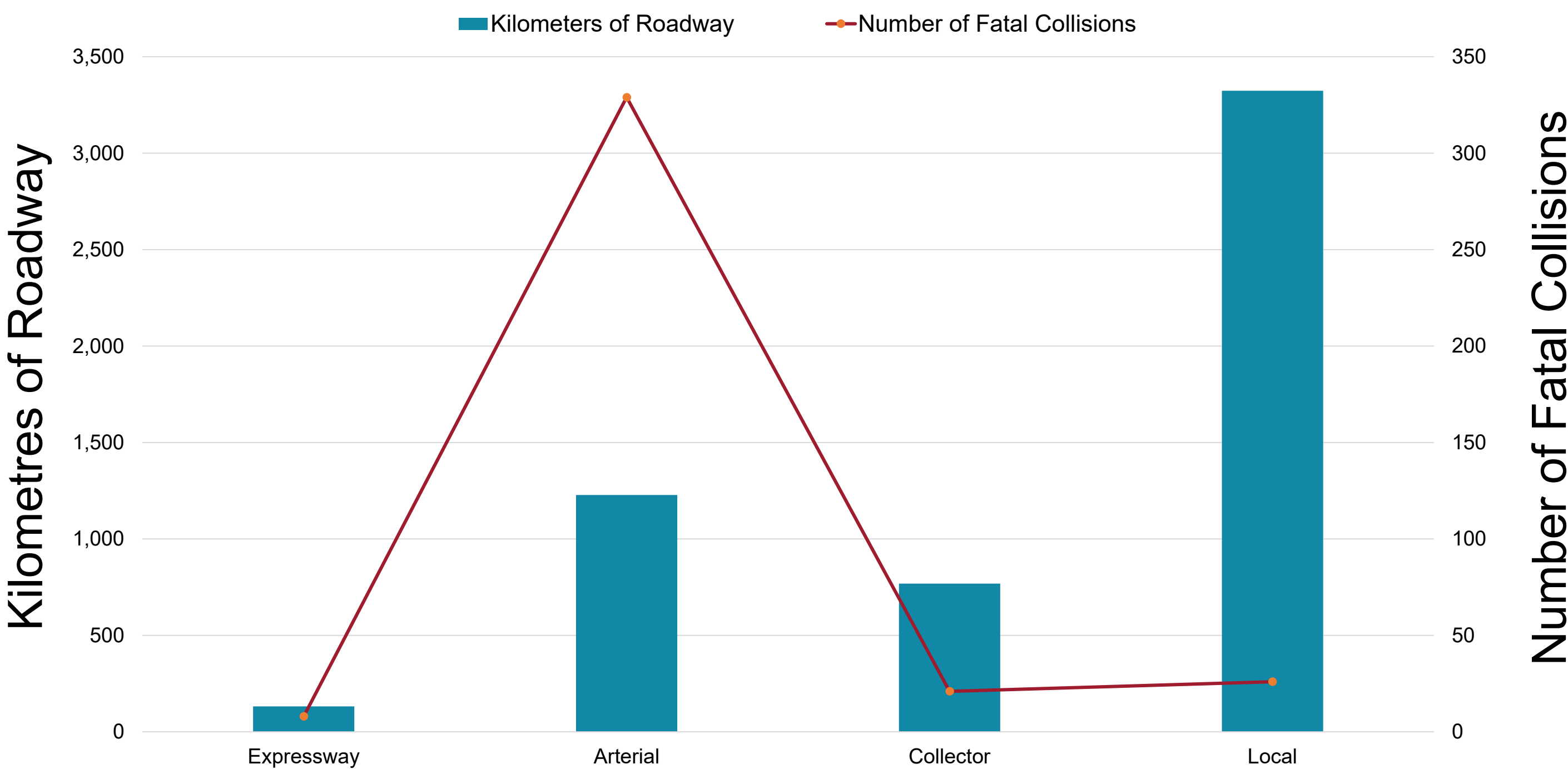
Why Consider Change | Vision Zero + TransformTO



The City implements complete streets to make streets safer and help address climate change.

Vision Zero Road Safety Plan

The Vision Zero Road Safety Plan is an action plan focused on reducing traffic-related fatalities and serious injuries on Toronto’s streets to zero.

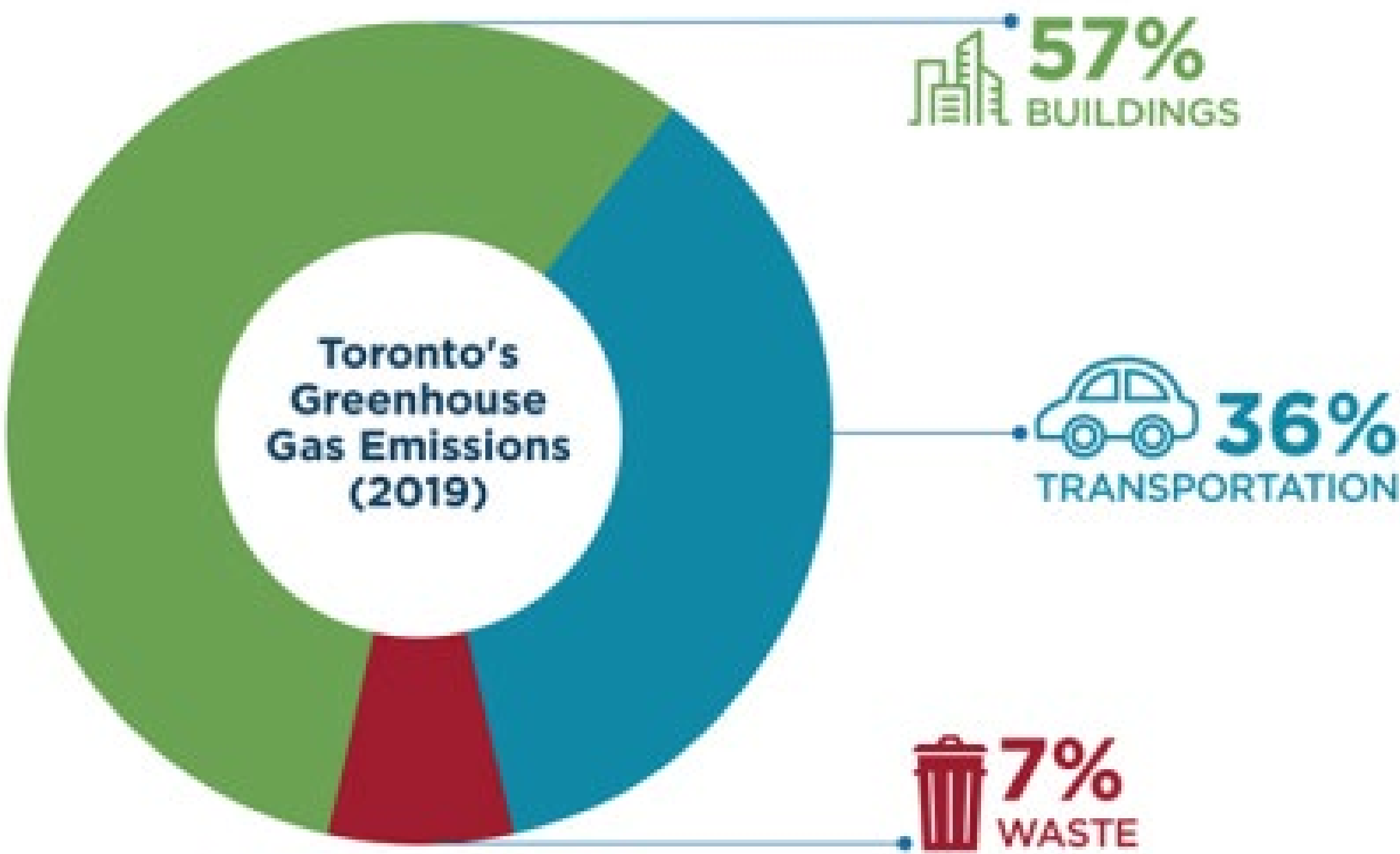


Fatal Collisions by Road Classification (2013-2018)

Most collisions that occur in Toronto take place on arterial roads, like Trethewey Drive, despite having fewer kilometres of roadway than local roads.

TransformTO

Toronto's climate action plan approved by City Council in July 2017, aims to cut pollution, improve health, grow the economy, and enhance social equity. Transportation in Toronto is responsible for over one-third of our greenhouse gas emissions.



TransformTO's goal is for 75% of school and work trips under 5 km to be made by walking, biking, or taking transit by 2030.

Trethewey Drive

(Why has this corridor been selected?)

Trethewey Drive | Volumes and Speed



85% of people driving exceed the posted speed limit along Trethewey Drive south of Black Creek Drive to Eglinton Avenue West.

Volumes:

Average 6,500 motor vehicles/day

Speed:

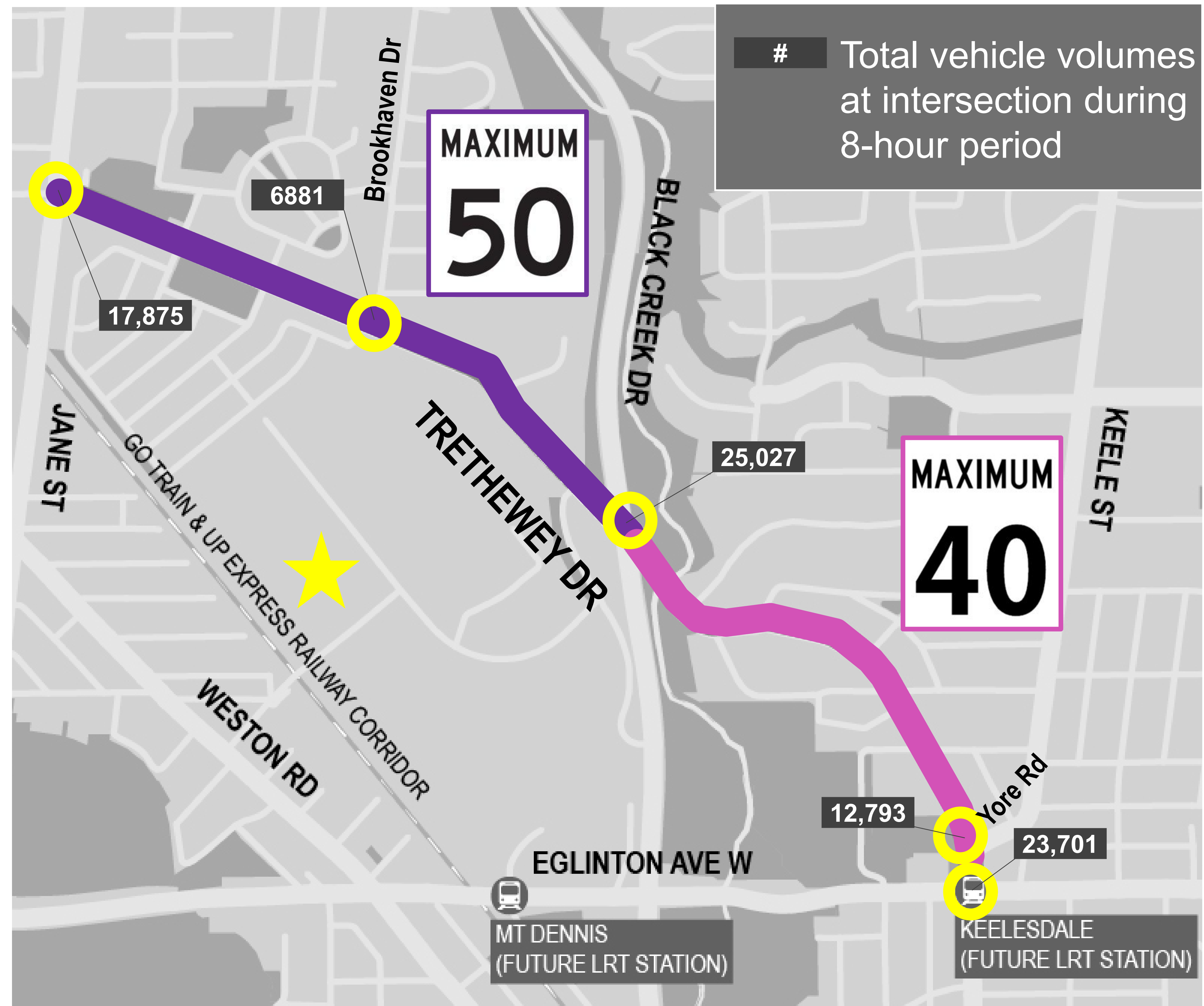
Jane Street to Black Creek Drive

- Posted: 50 km/h,
- Average speed*: 55.4 km/h

Black Creek Drive to Eglinton Avenue West

- Posted: 40 km/h
- Average speed*: 57.7 km/h

* Average is calculated using the 85th percentile. The speed at or below which 85% of the drivers travel on a road segment.



Trethewey Drive | Safety



Trethewey Drive has a history of fatal and serious collisions.

Over the last forty years, four people have been killed on Trethewey Drive and in the last ten years there have been 1330 collisions, 11 of which resulted in serious injuries.

Trethewey Drive Fatal Collisions

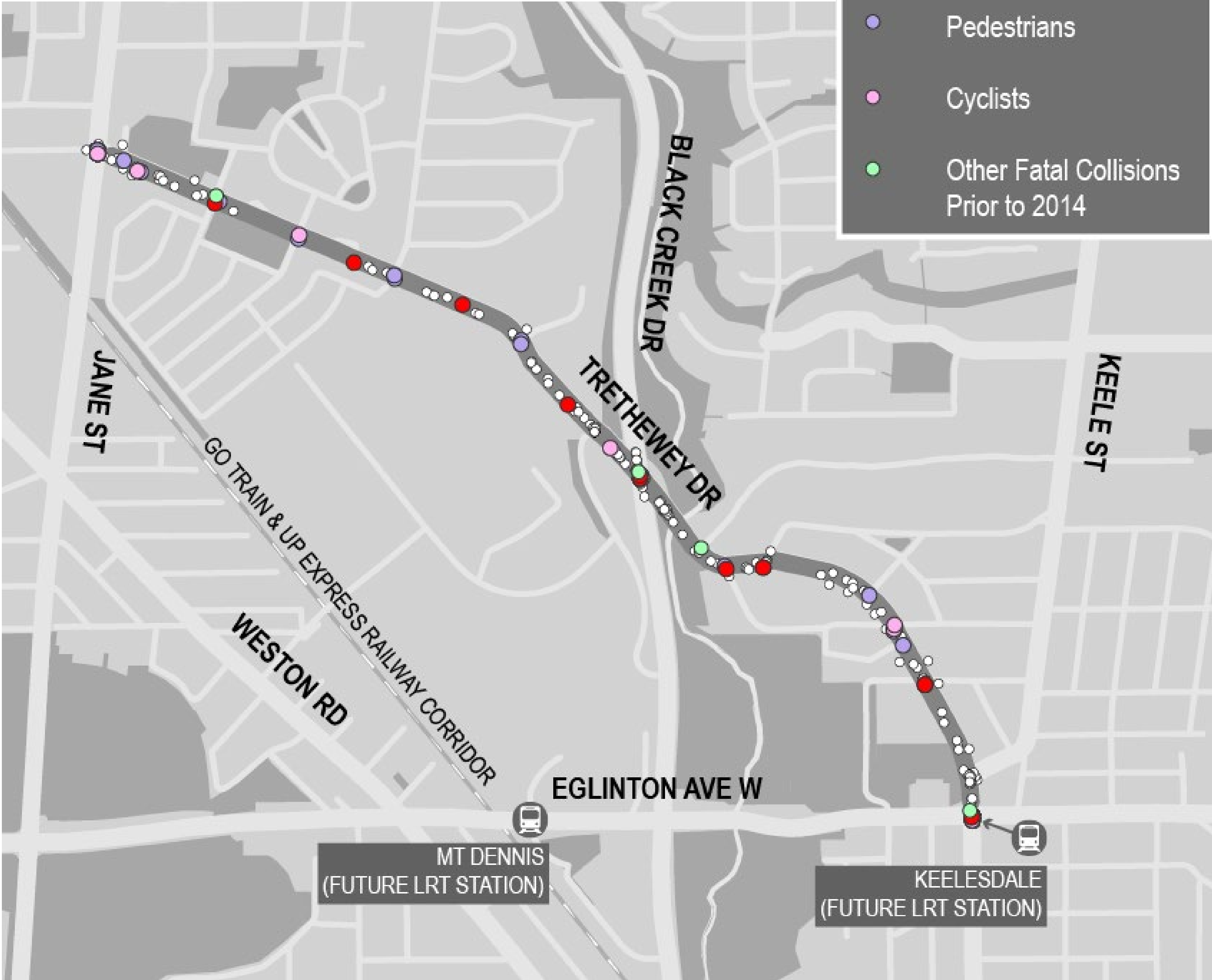
Year	Road user	Location
2008	Person biking	Trethewey Dr and Tedder St
1996	Pedestrian	Trethewey Dr / Keele Street / Eglinton St W
1994	Driver	Trethewey Dr and Black Creek Dr
1988	Driver	Trethewey Dr and Greenbrook Dr

10 year Collision History (2014-2024)

Total collisions	1315
Seriously Injured	11
Pedestrians	3
Person cycling	1

Legend

- Total Collisions (2014 January - 2024 January)
- Seriously Injured
- Pedestrians
- Cyclists
- Other Fatal Collisions Prior to 2014



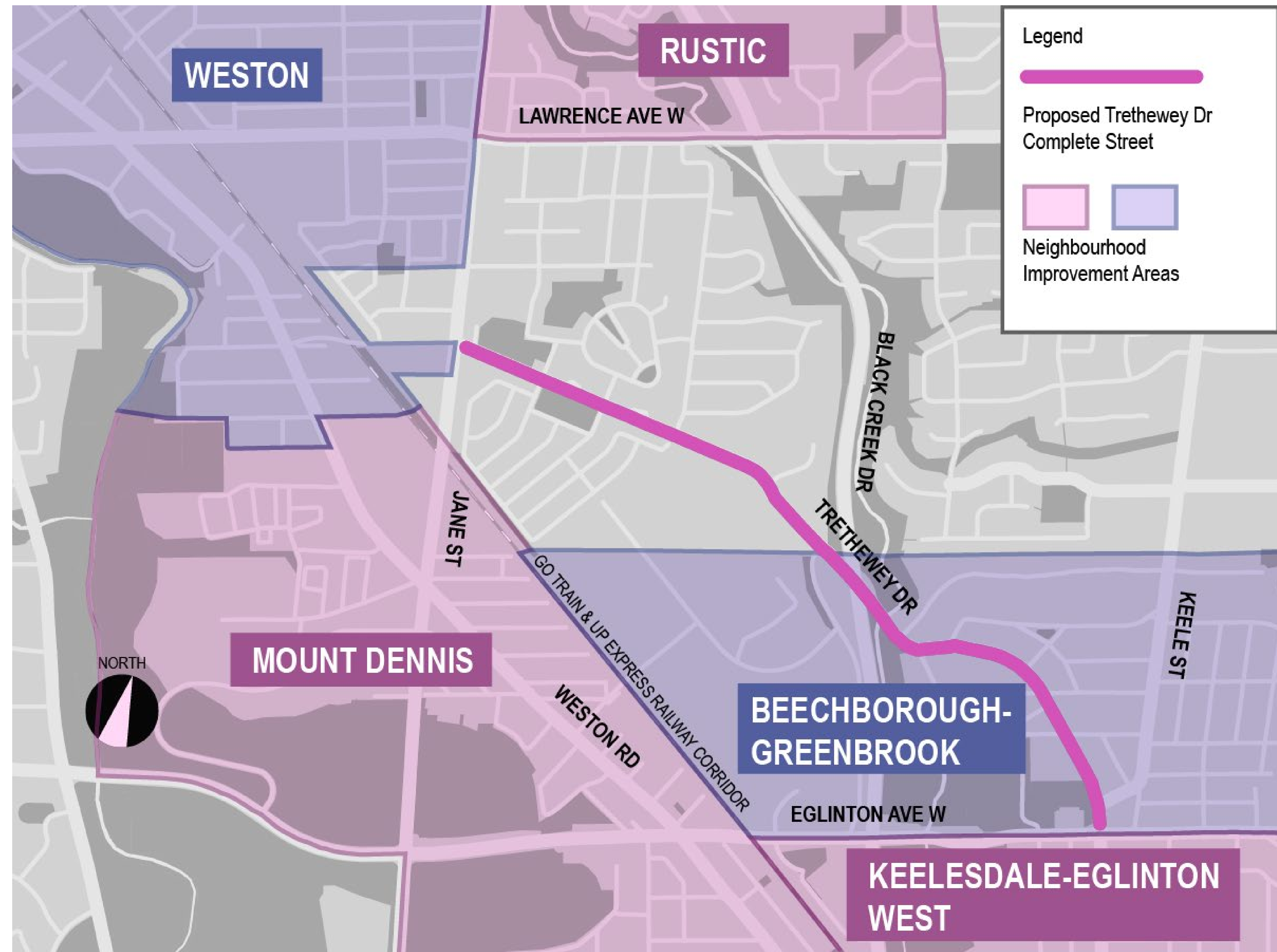
Trethewey Drive | Equity



Trethewey Drive provides a key connection supporting neighbourhoods that are most in need from both a cycling infrastructure perspective, as well as a social equity perspective.

This corridor connects these Neighbourhood Improvement Areas:

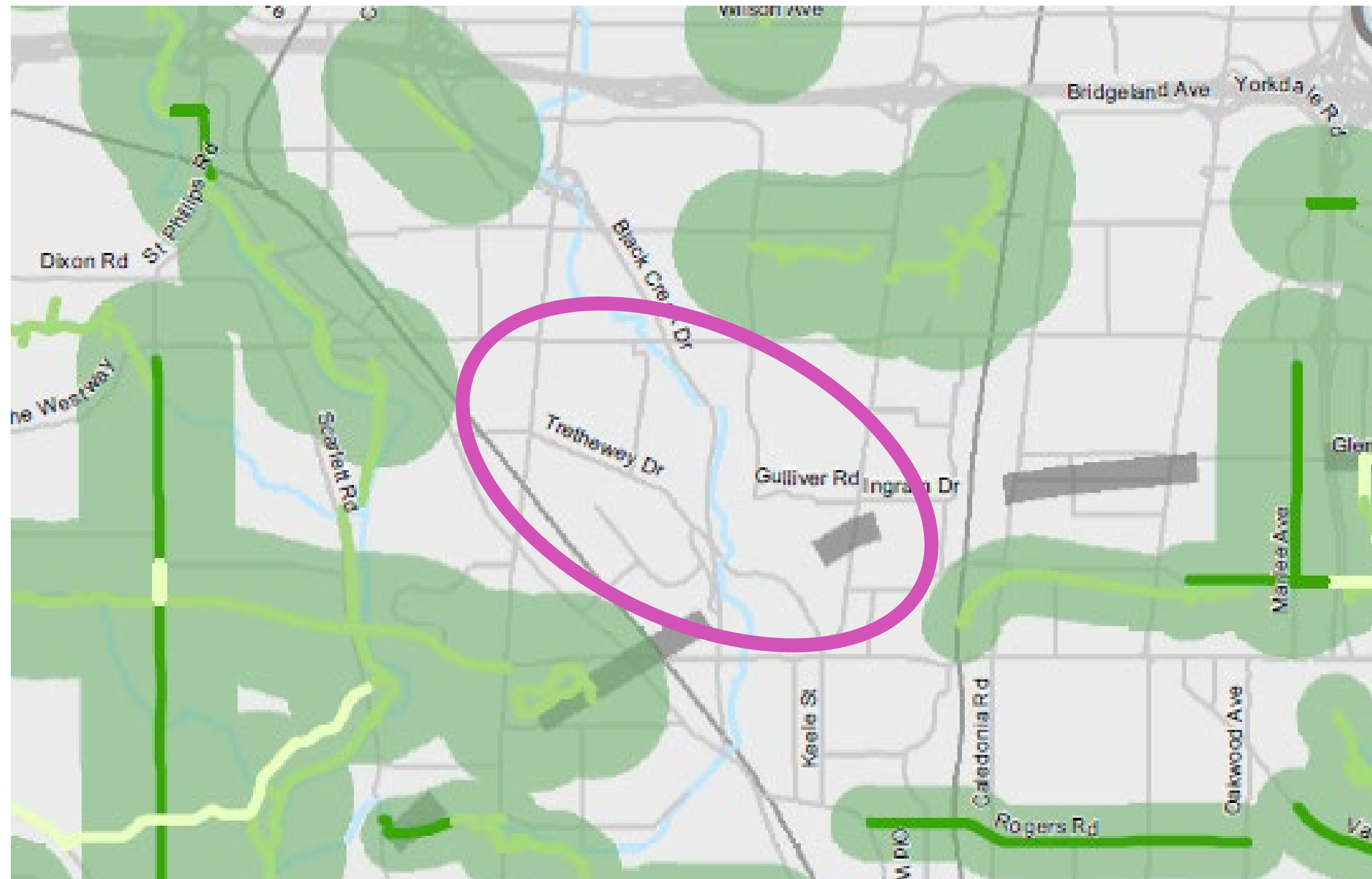
- Weston
- Rustic
- Mount Dennis
- Beechborough-Greenbrook
- Keelesdale-Eglinton West



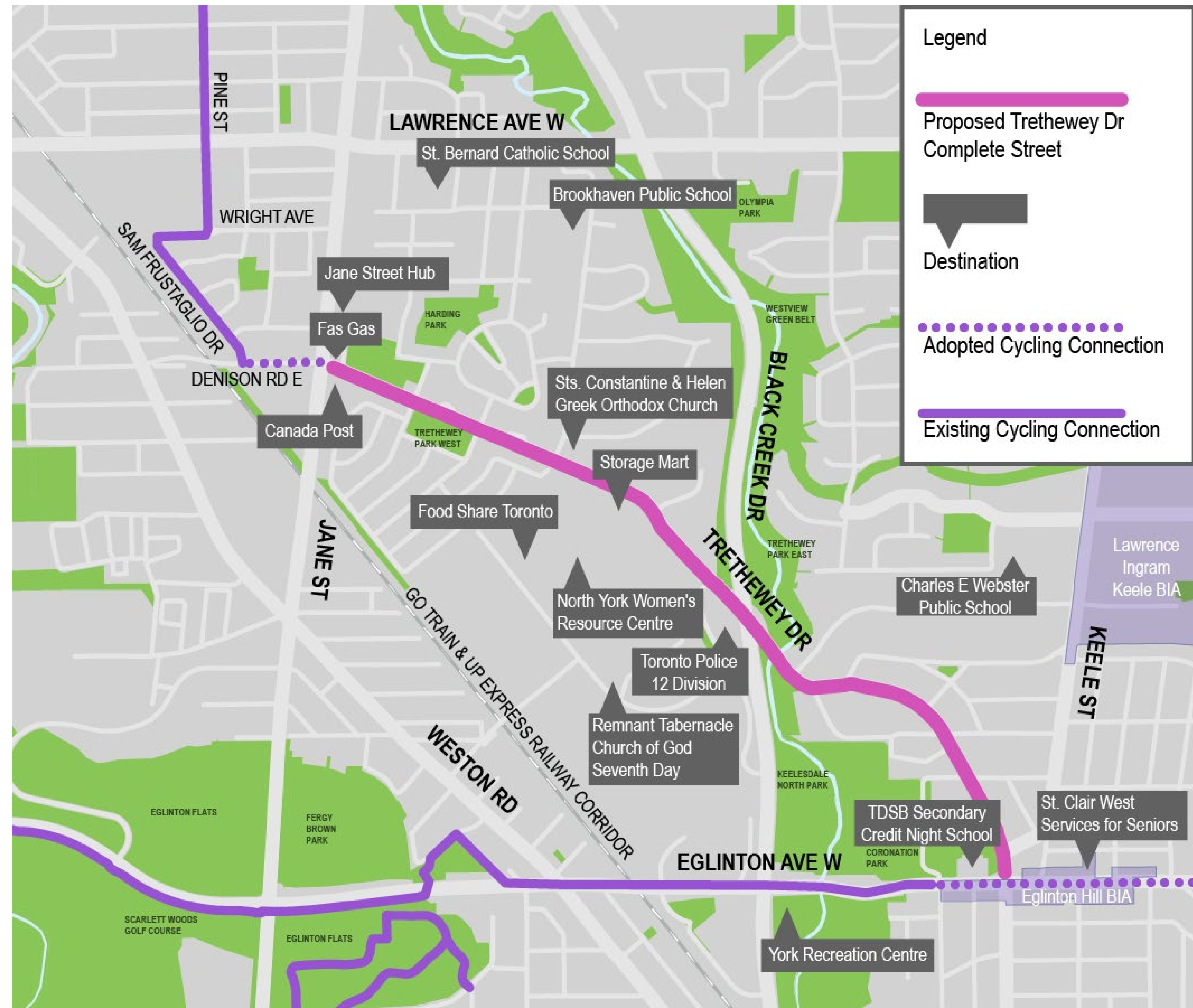
Trethewey Drive | Connectivity



The Trethewey Drive Complete Street is proposed to close a gap in the cycling network, connecting to local destinations.



This project would form a key spine as part of the cycling network, expanding from Eglinton Avenue West to the Weston neighbourhood. Phase 1 of the Weston Cycling Connections was installed in 2024 and subsequent phases are planned for 2025. Both Eglinton Avenue West and the Phase 2 Silverthorn Avenue routes are expected to be implemented by 2025.



Trethewey Drive | Transit Access



This route connects to key transit stations and facilities:

Bus routes - 32 Eglinton West, and 171 Mount Dennis

Future Keelesdale LRT Station

Weston GO and UP Station

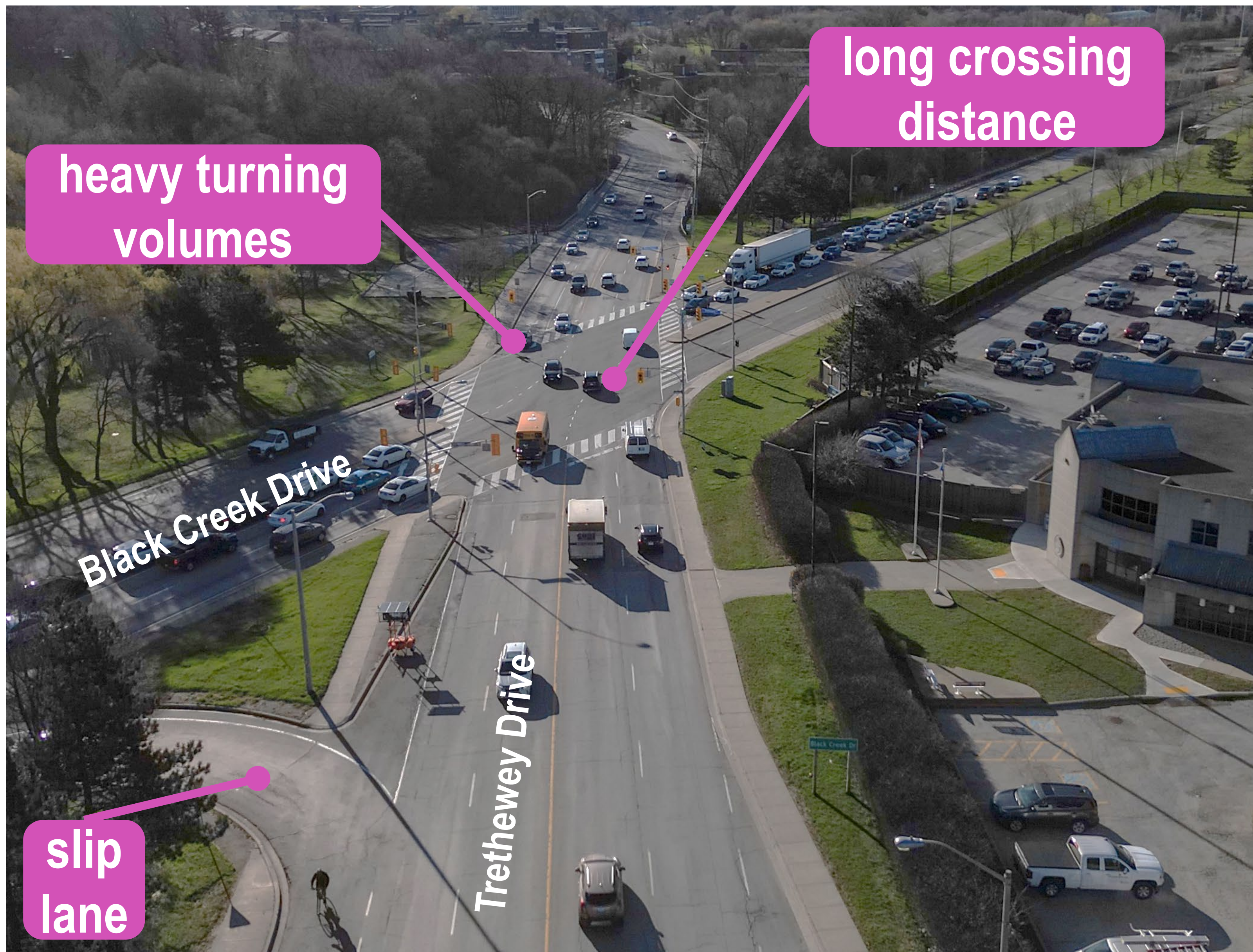
Public transit on Jane Street



Trethewey Drive | Safe Crossings



Trethewey Drive has complex intersections which include long crossing distances and heavy turning volumes.



Trethewey Drive and Black Creek Intersection

Trethewey Drive and Yore Intersection

Trethewey Drive | Existing Views



Narrow
Sidewalks



Cyclist on the sidewalk

Bike Share
Station



BikeShare Station south of
Jane Street

Bike riding
on sidewalks



Cyclist riding on sidewalk at
Black Creek Drive

Long crossing distance
and median obstacle



View of the pedestrian crossing
at Black Creek Drive

Trethewey Drive | Existing Cross Sections

Below are Trethewey Drive’s typical existing mid-block cross section.

■ ■ ■ ■ ■ No parking
7:00 a.m. to 9:00 a.m.,
4:00 p.m. to 6:00 p.m., Mon. to Fri.

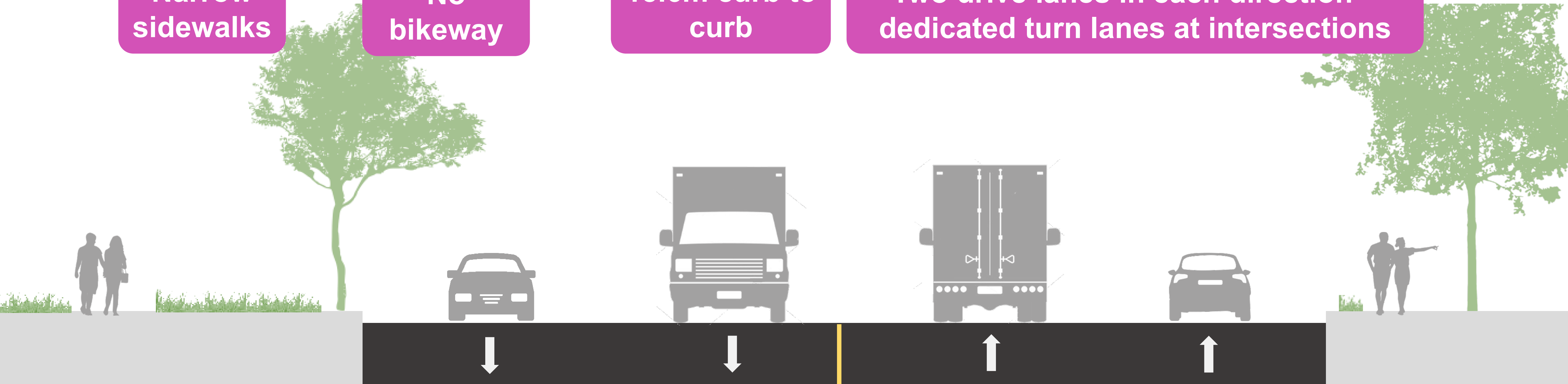


Narrow sidewalks

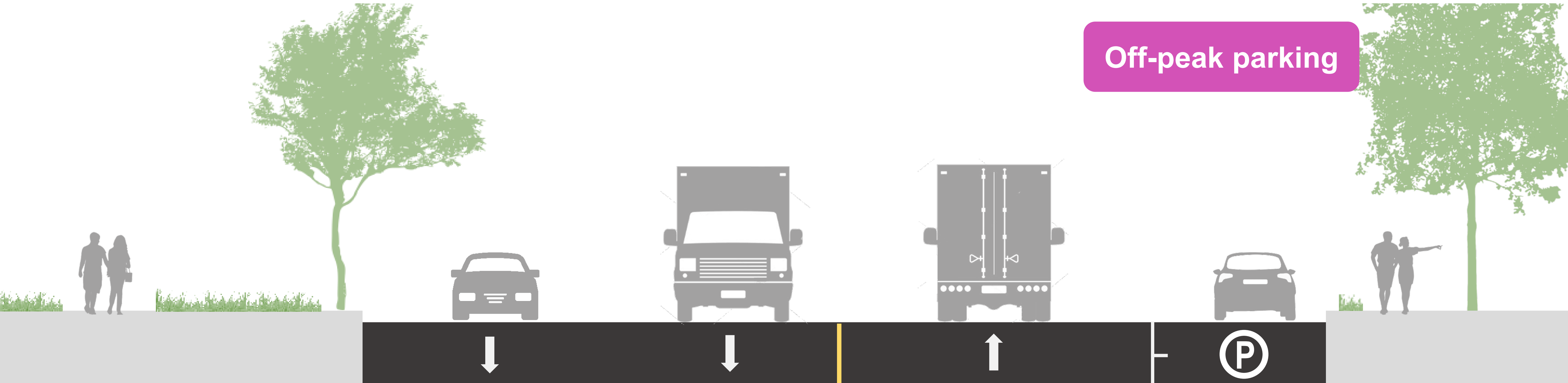
No bikeway

15.6m curb to curb

Two drive lanes in each direction + dedicated turn lanes at intersections



Off-peak parking



Complete Street

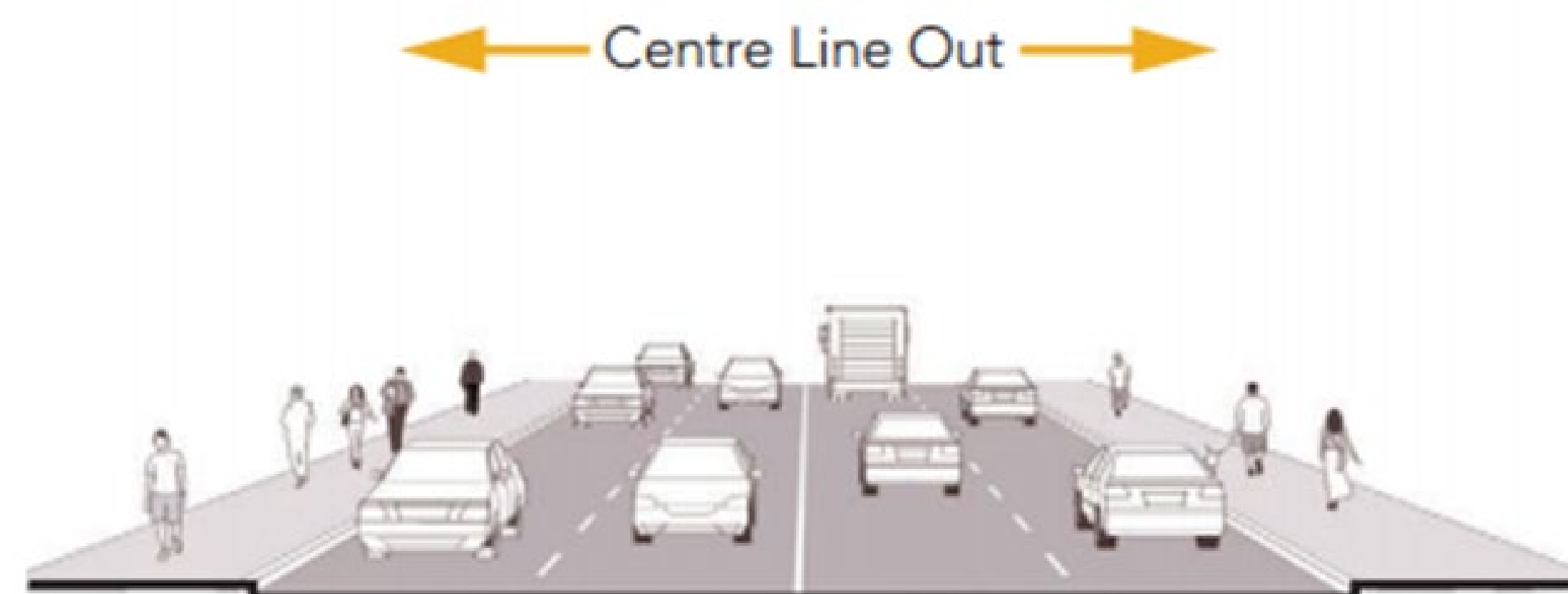
Complete Street | What is a Complete Street?



A “Complete Street” is a street designed to be safe for all users: people who walk, bicycle, take transit or drive as well as people of varying ages and levels of ability.

THEN

A “centre line out” approach to street design begins from the centre of the roadway, meeting the vehicle needs first.

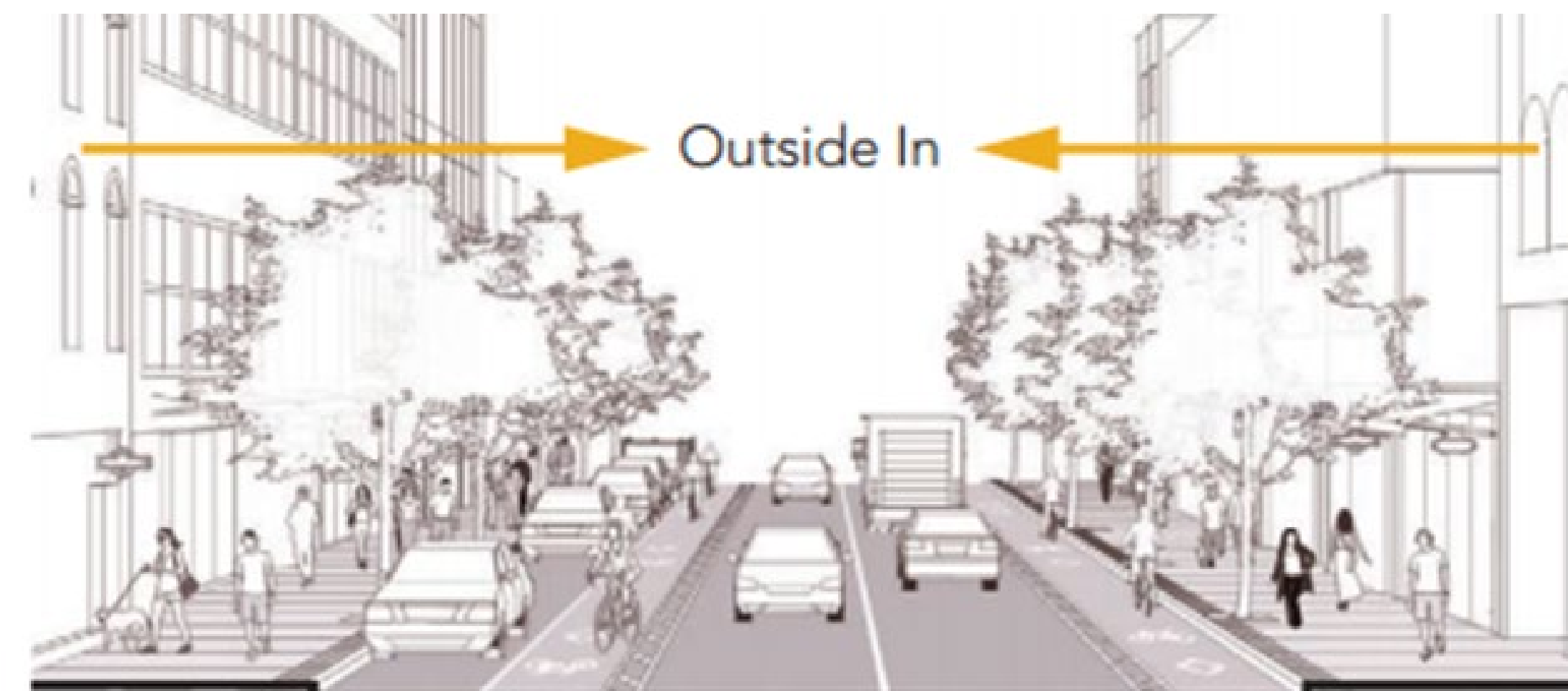


Considers:

- Motorized vehicle movement
- Motorized vehicle safety

NOW

An “outside in” perspective looks at the adjacent land uses and users of the street, and then the curb-to-curb portion of the street.



Considers:

- Movement of motorized vehicles, people walking and biking
- Public Health/Safety
- Economic Development
- Environmental Quality
- Livability/Quality of Life
- Equity

Complete Street | Street Design Guidance



The City has guidelines in place that improve the design of streets for all road users:

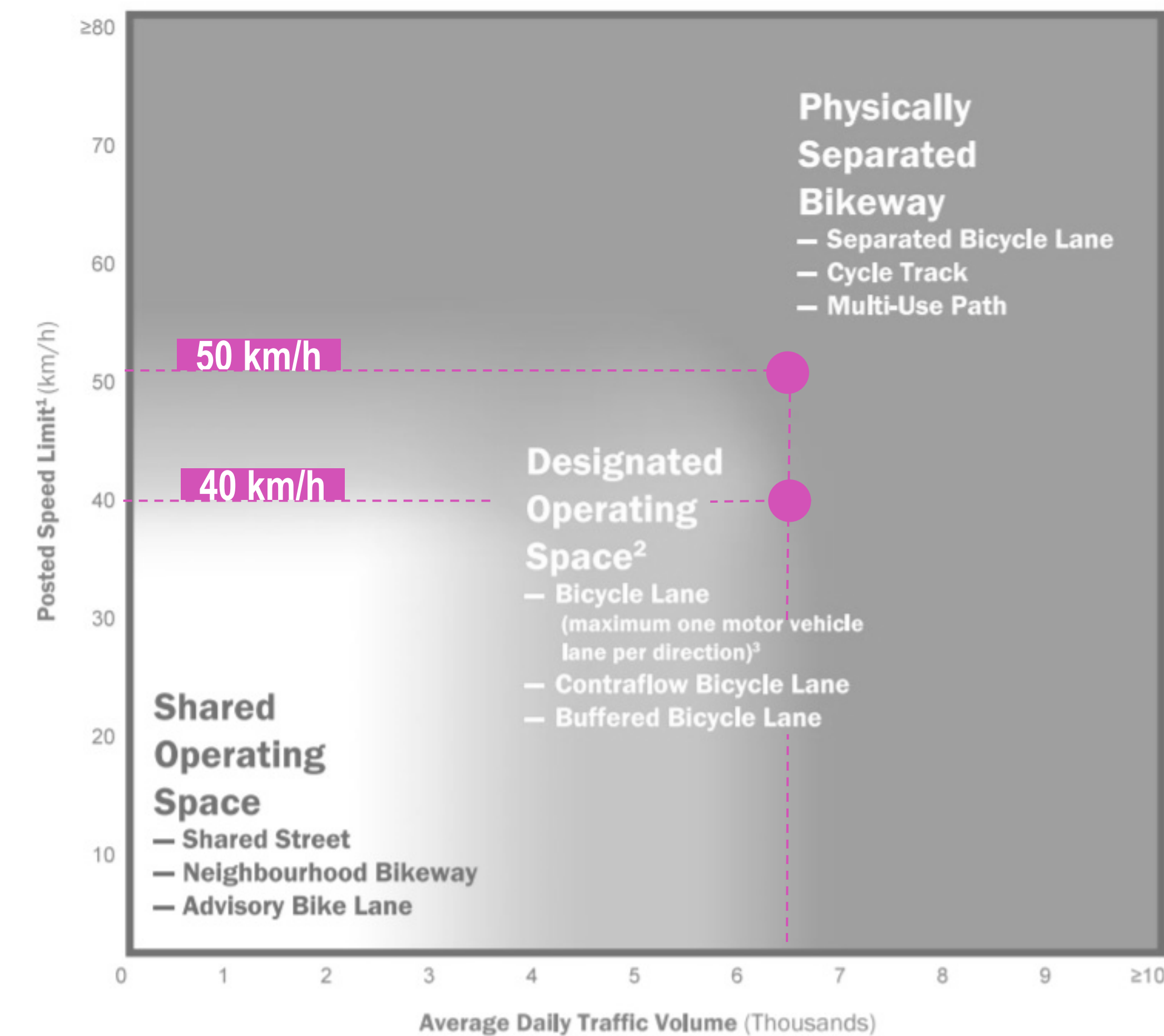
Complete Streets

These guidelines focus on safety and connectivity for pedestrians and cyclists, and on green space for trees and stormwater management.



NACTO

NACTO is an international organization that provides design guidance focused on complete streets for people of all ages, abilities and uses.



Motor vehicle **speed and volume** are the most important criteria to identify the right bikeway for a street.

Trethewey Drive is an arterial road with traffic volumes over 6,000 vehicles/day and a posted speed of 40km/h south of Black Creek Drive and 50 km/hour north of Black Creek Drive. **Based on the speed and volume of traffic, the recommended bikeway type for Trethewey Drive is a physically separated bikeway.**

Complete Street | Quick Build vs Permanent Build



Quick build projects allows the City to quickly transform streets and test road designs that can be made permanent in the future.



- Faster, cheaper, adjustable
- Easier to damage, more maintenance
- More roadway space impacts
- Curbs, bollards, planters
- Rubber or asphalt accessible platforms



- Slower, more expensive, permanent
- Often bundled with state of good repair roadwork
- Durable, less maintenance
- May allow for keeping vehicle lanes
- Safer intersection designs
- Raised or poured concrete separation and platforms

Complete Street | Quick Build Complete Streets Elements



The quick build toolbox for Complete Streets includes elements such as:



Quick build on-street cycle track



Accessible bus stop



Accessible loading



Signal upgrades



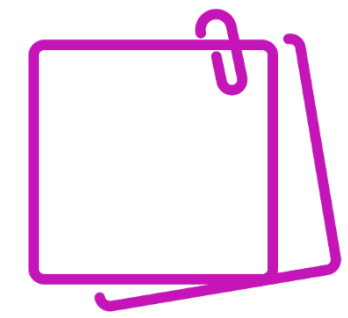
Left turn calming



Curb radii tightening

Questions?

Activity



Place sticky notes on the roll plans:

- Concerns about Trethewey Drive (traffic, safety etc.)
- Ideas for improvement



Chat with staff

- Ask questions, share ideas, comments and concerns

Thank you!



Share your feedback:

- Share your thoughts using an interactive map
- Subscribe for updates



toronto.ca/trethewey

CONTACT US

If you have any questions or concerns, please contact:

Pablo Munoz, Senior Public Consultation Coordinator

Pablo.Munoz@toronto.ca

416-397-0202