

January 4, 2024

**Jones Avenue Road Resurfacing and Road Safety Improvement Options**



The City of Toronto is inviting impacted residents to learn more and provide feedback on opportunities for cycling, pedestrian, motor vehicle operations, and road safety upgrades on Jones Avenue between Dundas Street East and Queen Street East.

In 2024, road resurfacing is planned on Jones Avenue between Queen Street East and Dundas Street East. Road resurfacing provides an opportunity to make changes to improve safety for all road users.

**Project Area**



- New asphalt and line markings
- Intersection accessibility upgrades such as curb ramps and tactile walking indicators
- Raised bus/bike platform stops at Jones Avenue north of Queen Street East and Jones Avenue south of Dundas Street East to improve safety for bus operators, transit riders and people cycling.
  - Integrated bike/bus platforms are used where on-street bikeways interact with bus stops to prevent buses from having to enter the bikeway. The cycle tracks are ramped up to sidewalk level and a platform is built for pedestrians to cross the bikeway and board the bus.

The City of Toronto is proposing potential design changes on Jones Avenue as part of planned road resurfacing to fulfill the City's commitment the Vision Zero Road Safety Plan. The Plan's goal is to eliminate traffic-related fatalities and serious injuries by making our roads safer for everyone, especially for seniors, school children, and people walking and cycling.

## Design Options

There are two proposed options for Jones Avenue.

### Option 1:

- Keep existing bike lane and curbside parking configuration. Today, there are approximately 30 parking spaces on the west side of the street and 48 on the east side of the street.
- Install bulb-outs at side street intersections

### Option 2:

- Upgrade the existing bike lanes to cycle tracks to provide a physical buffer between people cycling and people driving or parking, making for a safer and more comfortable cycling environment.
  - If cycle tracks were to be installed the removal of approximately 30 parking spaces on the west side of the street would be required due to constraints with the width of the street. The parking on the east side would remain but would be moved to between the motor vehicle lane and the new cycle track.
  - Cycle tracks would create the opportunity to install new planting areas, at the ends of the remaining parking areas as shown in the photo to the right.
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- Figure 1: A photo of Dundas Street East at Hiltz Avenue. This photo shows a configuration similar to Option 2.*



Figure 1: A photo of Dundas Street East at Hiltz Avenue. This photo shows a configuration similar to Option 2.

## Next Steps

Following consideration of your feedback, City staff will make recommendations on the potential design changes to the Infrastructure and Environment Committee and City Council.

## Provide Feedback



Complete an online survey:

<http://toronto.ca/cyclingupgrades>

or request a printed copy. Submit comments by email, mail or phone.

**Comment deadline: Friday, January 26, 2024**

## More Information

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\* Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

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