



West Parkdale Cycling Connections Project Update

February 19, 2025

Project Overview



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

The project goals were to:

-  – Improve safety for all road users
-  – Prioritize pedestrians & people cycling
-  – Minimize impact to on-street parking
-  – Reduce local traffic infiltration
-  – Maintain access to destinations and properties

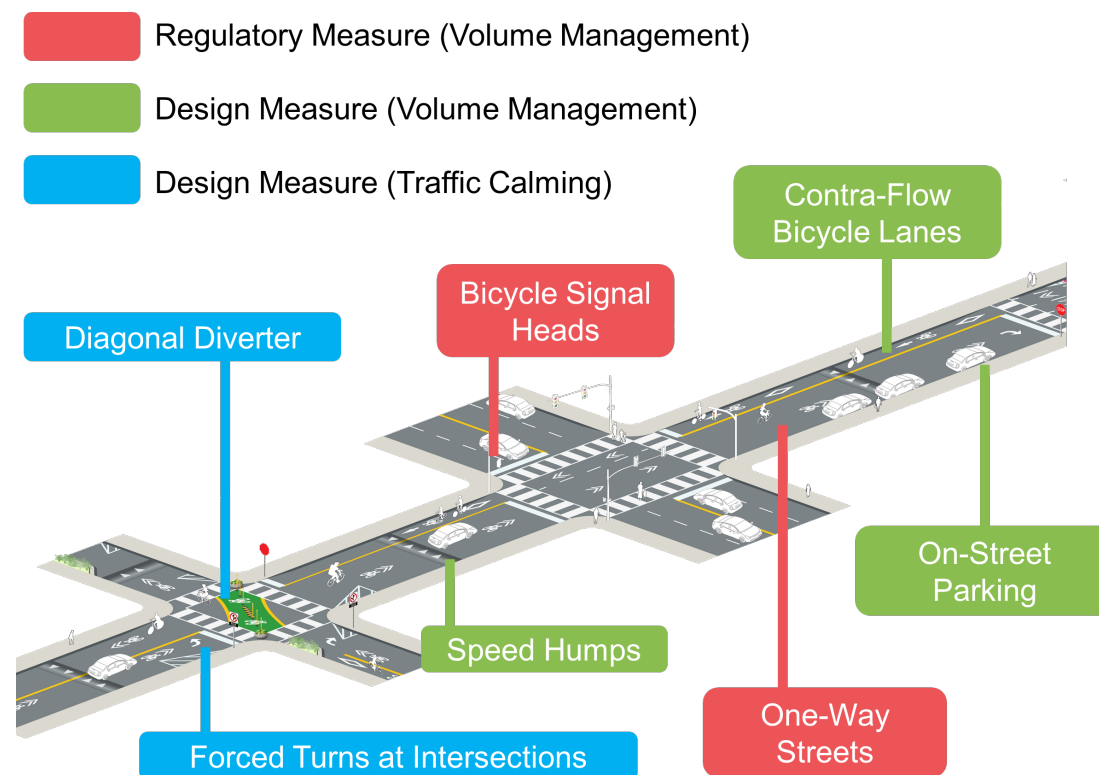


Project Overview | How Did We Get Here?



The need for an east-west cycling connection through the West Parkdale neighbourhood was determined by the City during the **High Park Movement Strategy** and was included in the City of Toronto's Council-endorsed **Cycling Network Plan 2022-2024 Near-Term Implementation Program**.

- When planning a new cycling route, the City first looks at major roadways for physically separated bikeways to provide the most-direct route. When that is not feasible, **neighbourhood roadways are reviewed to provide a parallel route**.
- Due to constraints on existing major roadways, including Queen Street West and Dundas Street West, a **cycling connection along neighbourhood streets was determined to be most-suitable for West Parkdale**.
- A **Neighbourhood Greenway approach** was chosen, where pedestrians and people cycling are given priority through design changes that result in lower vehicle volumes and speeds.



Project Overview | How Did We Get Here?

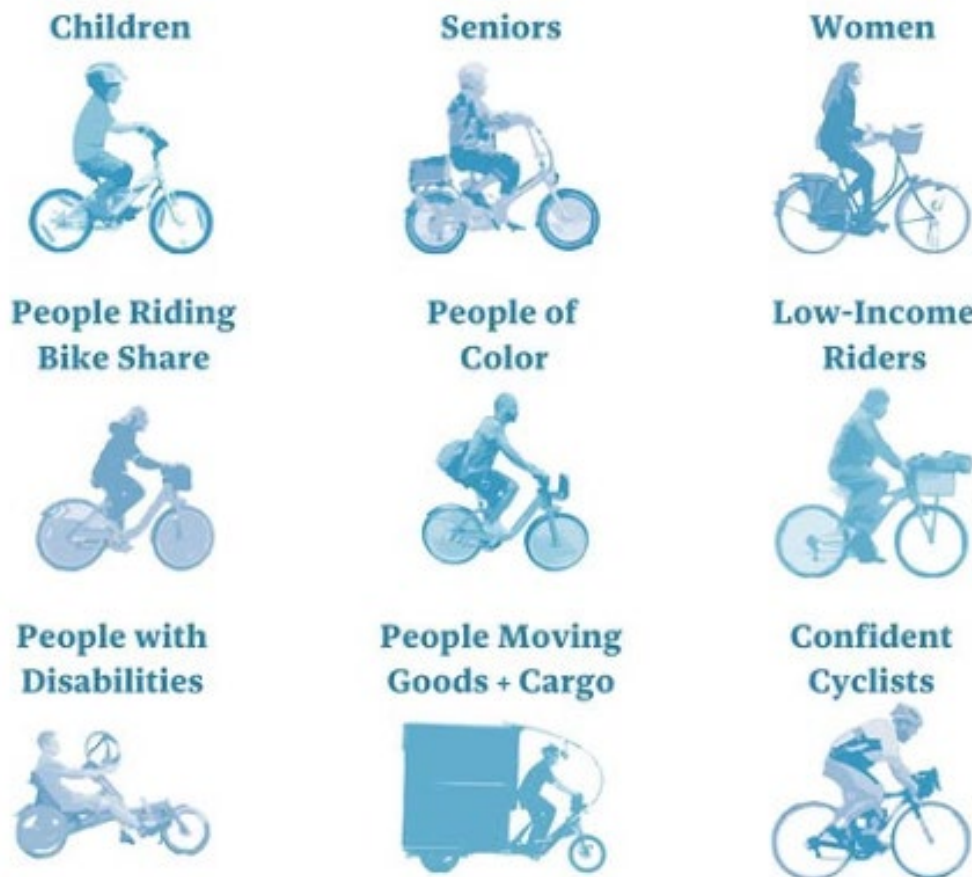


A range of bikeways are used across the City depending on various suitability, feasibility and equity criteria.

- When choosing the appropriate type and location, the **key principles** adopted by the City are to:
 - Design visible, intuitive and direct bikeways
 - Prioritize safety of the most vulnerable road users
 - Make cycling a comfortable and social experience.
- The design of bikeways is dictated by several **City and Provincial standards and guidelines**, including the On-Street Bike Design Guide, Road Engineering Design Guidelines, and the Ontario Traffic Manual Book 18 on Cycling Facilities.
- **All bikeways in Toronto are designed to meet the needs of people of all ages, abilities, means and purposes.**

Who Are “All Ages & Abilities” Users?

To achieve growth in bicycling, bikeway design needs to meet the needs of a broader set of potential bicyclists.

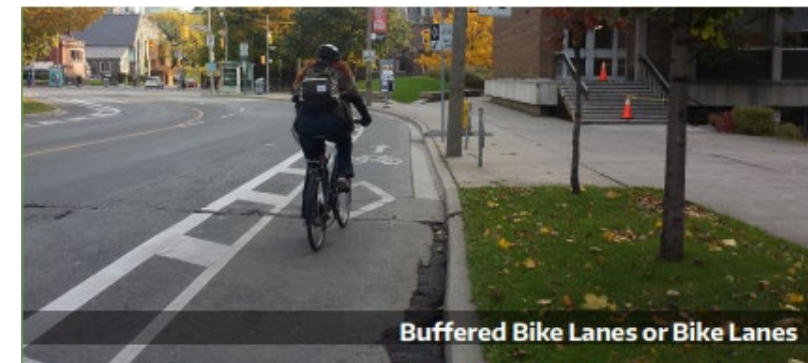


Project Overview | How Did We Get Here?



In the West Parkdale neighbourhood, **bikeway design is constrained** by narrow road widths, demand for on-street parking for residents and visitors, and neighbourhood traffic infiltration. Existing one-way streets and a **lack of available east-west connections** further constrain the ability to install designated cycling facilities without significantly impacting traffic circulation and/or parking availability.

- **Each street within the project area was evaluated** based on its existing width, presence of on-street parking, and other needs, such as access to the St. Joseph's Health Centre and school pick-up/drop-off.
- **A mix of bikeway facility types**, including short segments of buffered bike lanes, contra-flow bike lanes, and neighbourhood greenways were chosen to create a connected cycling route.



Project Overview | How Did We Get Here?



The City evaluated several options for east-west routes through the West Parkdale, including consulting with the St. Joseph's Health Centre and Toronto Paramedic Services on how to preserve access to the hospital. Feedback from the community described that **significant cut-through traffic on neighbourhood streets** to avoid congestion on major roadways, including Lansdowne Avenue and Queen Street West.

- The most suitable route chosen for the **cycling connection** also **previously provided the most direct route(s) for motorists** to cut through the West Parkdale neighbourhood.
- Traffic circulation changes were recommended to **reduce non-local traffic infiltration and motor vehicle traffic volumes** for a safer and more comfortable bikeway and to improve neighbourhood safety.



Project Overview | Timeline



Public Consultation

Meetings with interest groups, mailed notices, survey, public drop-in event, email/phone comments

October 2023
– March 2024

Installation

Installation began in August 2024 and finished in October 2024.

August 2024

Monitoring & Modifications

Preliminary Data Update and Community Feedback on Potential Modifications

Winter 2024/25

July 2024

Council Approval

City Council approved installation of bikeways in the West Parkdale neighbourhood.

October 2024

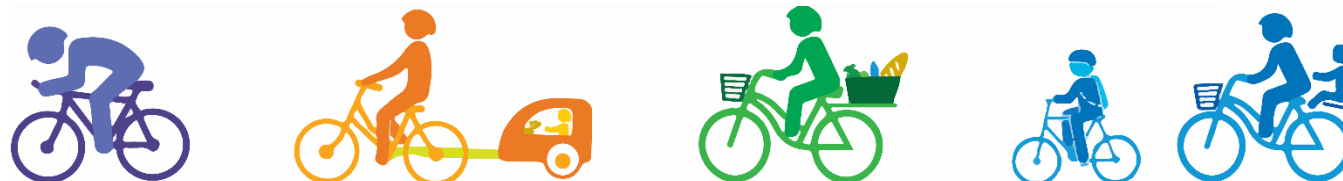
Data Collection

Preliminary traffic data collected.

Summer 2025+

Monitoring & Modifications

Monitoring to continue for 6 to 12 months following project completion.



How Decisions are Made



Recommendations are developed through consideration of City policies and programs and technical requirements alongside public input.

Public Consultation Goals:

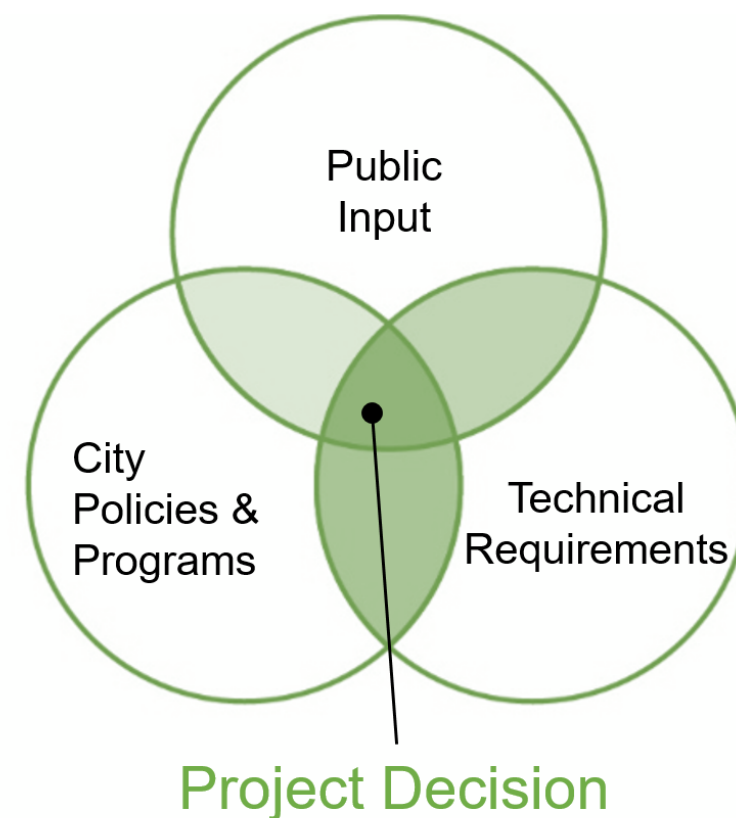
- Inform – provide information on the project objectives and rationale
- Consult – obtain public feedback on analysis and/or decisions, and listen to and acknowledge concerns

City Policies and Programs:

- Ensure that the City's Official Plan, TransformTO Climate Action Strategy, Vision Zero Road Safety Plan, Road to Health, and other Council directives are followed

Technical Requirements:

- Infrastructure Requirements (including State of Good Repair)
- On-Street Bikeway Design Guidelines
- Accessibility Design Guidelines
- Construction Standards



Public Consultation and Community Feedback



Public consultation for this project took place between October 2023 and March 2024:

- Activities included an in-person public drop-in event (200 attendees), 13 meetings with 15 interest groups, online survey (1400 responses) and comment tracking (100 people)
- Communications: webpage, targeted emails to interest groups, and over 10,000 paper notices distributed by Canada Post throughout the project area

During and after installation, the City has continued to receive and respond to feedback through email and via phone, video and in-person meetings. A range of feedback has been received on this project including:

- Concerns about inconveniences to people who drive, including changes to default driving routes into and out of the neighbourhood and difficulty finding on-street parking.
- Support for the project, including from residents who have seen lower traffic volumes on their streets, from staff at St. Joseph's Health Centre who are now more comfortable cycling to work, and from parents at Parkdale Junior & Senior Public School who cycle to school with their children.
- Requests for additional stop signs, traffic calming, or directional changes to streets within and outside the project area.

Project Installation and Minor Modifications



After installation of a cycling project, the **City conducts in-person site visits** in the project area, analyzes public feedback, and adjusts signage and pavement markings as needed. Since installation began, the project team has responded to concerns from residents regarding:

- Availability of on-street parking and space for loading, including accessible loading;
- Impacts to neighbourhood circulation and access, including increased traffic volumes on some neighbourhood streets;
- Wrong-way driving;
- Speeding motorists; and
- Placement of regulatory and parking signs.

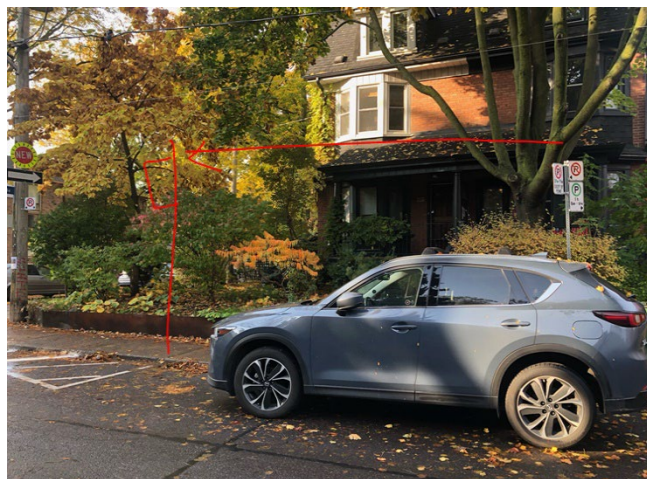
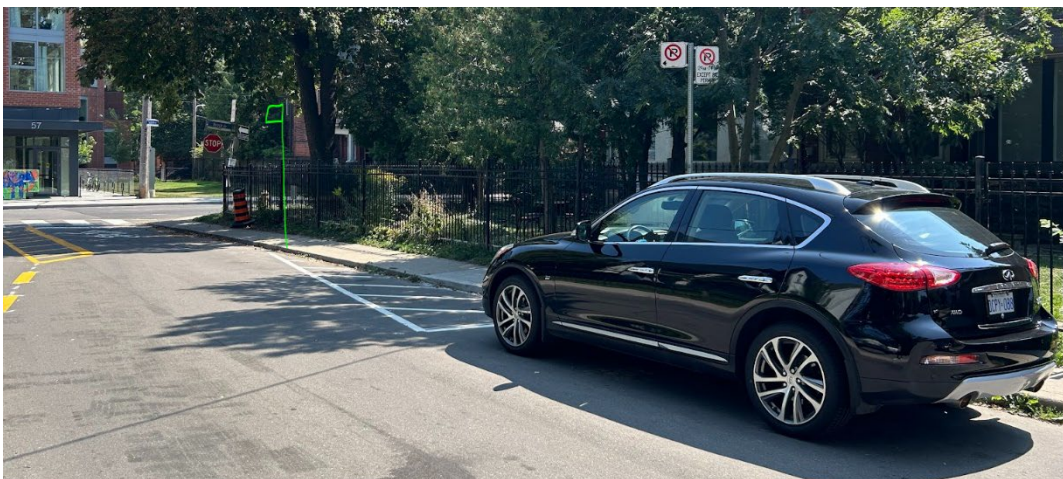


Project Installation and Minor Modifications



Modifications completed so far include:

- Installation of new accessible loading zones on Galley Avenue and Seaforth Avenue
- Relocation of existing parking signs to align with new “no parking” areas and other minor modifications to regulatory and warning signs to improve awareness and compliance
- Recommendations for traffic calming (speed humps and speed bumps) on various streets approved by the Toronto and East York Community Council in October 2024



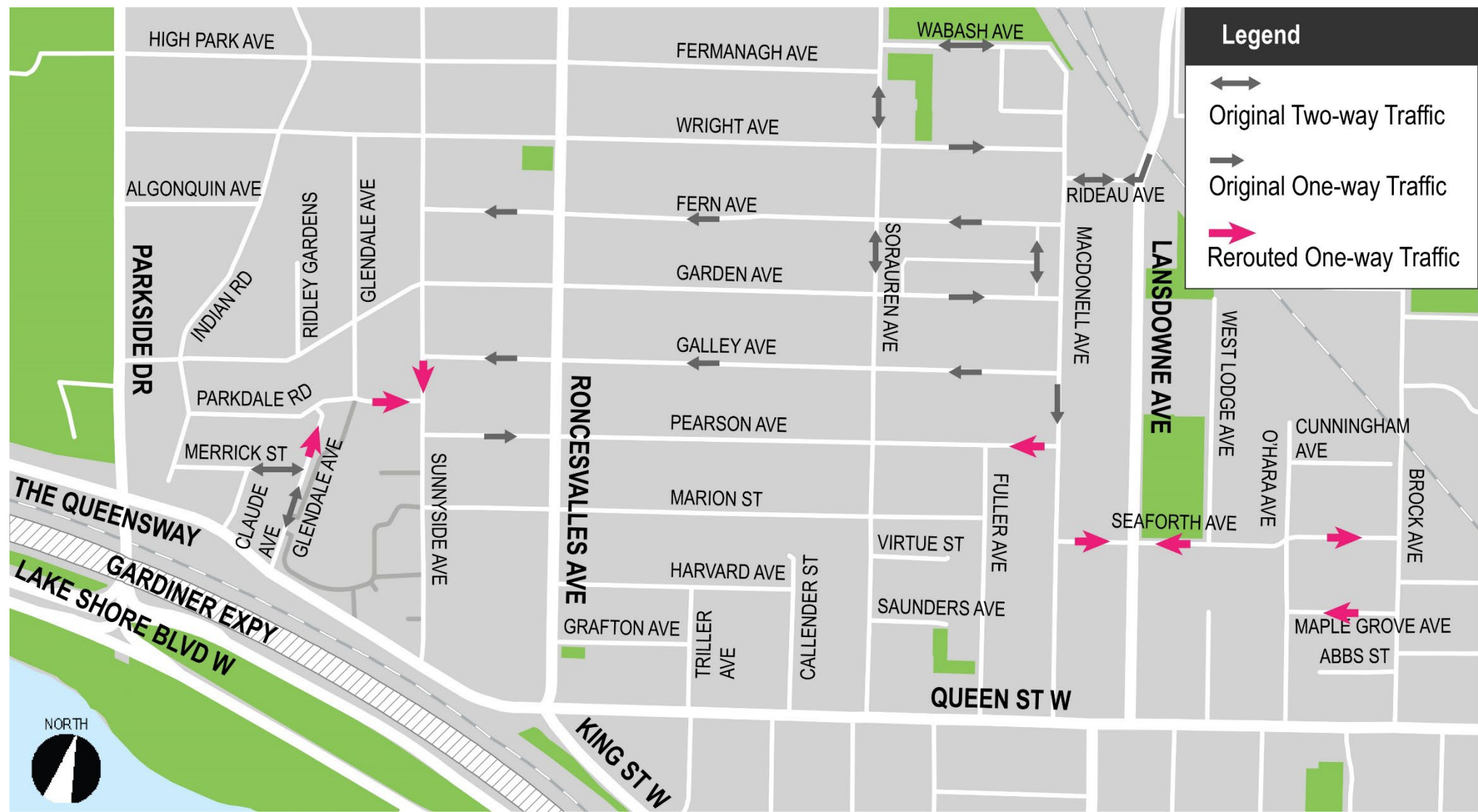
Project Monitoring and Evaluation



Typically, traffic counts are collected along the bikeway route and on adjacent streets/laneways in the **6 to 12 months following installation**. This period allows for users to adjust their travel patterns based on changes implemented as part of a project. However, based on feedback about traffic circulation changes in the project area, the **City has collected preliminary traffic counts at key locations** to better understand concerns and make recommendations to address them.

- **Data collected in October and November 2024** was compared with previous data collected in the project area before installation in April and June 2024.
- While traffic volumes indicate general reductions in neighbourhood traffic infiltration, the City acknowledges that the changes as part of the West Parkdale Cycling Connections project have had **impacts to traffic circulation that need to be addressed**.

Fall 2024 Data Collection Locations



Circulation Changes | The Queensway to Roncesvalles Avenue



After project installation, traffic patterns changed around St. Joseph's Health Centre in the following ways:

- **40% decrease** in 24-hour volumes on **Glendale Avenue, Parkdale Road, and Sunnyside Avenue**
- **15% increase** in two-way 24-hour volumes on **Merrick Street increased** due to traffic that is rerouted from Parkdale Road and using Merrick Street to access St. Joseph's Health Centre and The Queensway.
- **50% increase** in 24-hour volumes on **Pearson Avenue** as motorists are no longer able to turn northbound from Parkdale Road onto Sunnyside Avenue or continue northbound on Sunnyside Avenue.



Traffic Calming | The Queensway to Roncesvalles Avenue



Speed humps were approved by the Toronto and East York Community Council in October 2024 for the following streets:

- **Glendale Avenue** between Wright Avenue and Garden Avenue
- **Garden Avenue** between Sunnyside Avenue and Roncesvalles Avenue
- **Galley Avenue** between Sunnyside Avenue and Roncesvalles Avenue

No other traffic calming locations are recommended at this time.

Note: the roadways immediate adjacent to St. Joseph's Health Centre are not eligible for traffic calming



On-Street Parking Regulations | The Queensway to Roncesvalles Avenue

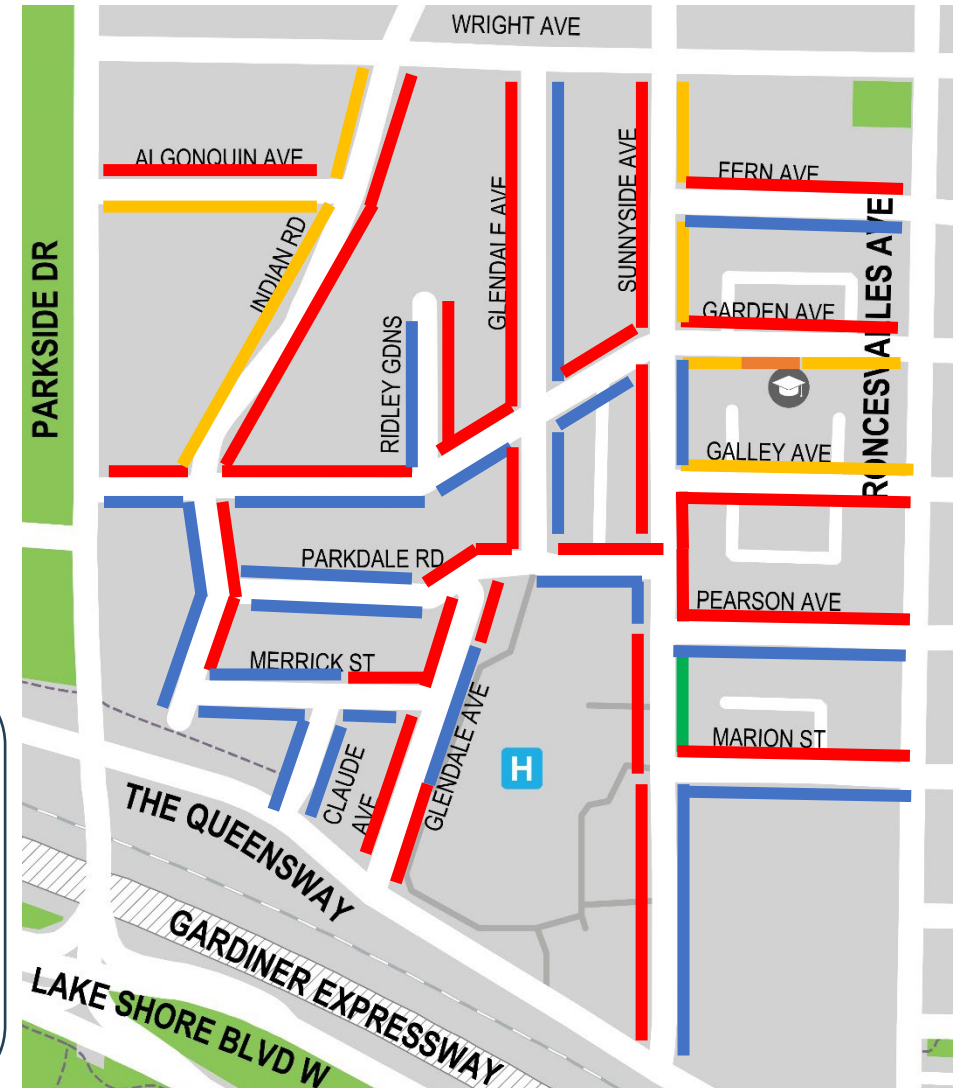


Around the St. Joseph's Health Centre, the majority of roadways have parking on one side.

- All on-street parking in the area is Permit Parking, but **not all blocks have additional parking restrictions beyond the statutory three-hour parking limit.**
- **Concerns about on-street parking availability** have been raised in conjunction with the West Parkdale Cycling Connections project, which removed approximately 19 on-street parking spaces around the hospital.
- Additional parking regulations or implementation of paid parking may improve parking availability and limit on-street parking spillover from patients and visitors at St. Joseph's Health Centre.

LEGEND

- 1-Hr Parking – (time varies)
- 10-min Parking – 7AM to 6PM
- Permit Parking, Unrestricted
- Permit Parking Only
- No Parking



Circulation Changes | Roncesvalles Avenue to Lansdowne Avenue



Following the street direction change on Macdonell Avenue between Fern Avenue and Garden Avenue from southbound to northbound, traffic patterns changed:

- 24-hour volumes on **Galley Avenue decreased between 22% - 70%**, with the highest reduction recorded between Sorauren Avenue and Macdonell Avenue.
- 24-hour volumes **decreased over 60% on Wright Avenue** but **increased over 30% on Garden Avenue**.
- Southbound **volume increased significantly in the laneway** parallel to Macdonell Avenue between Fern Avenue and Garden Avenue.
- The southbound right-turn from **Lansdowne Avenue to Rideau Avenue decreased over 30% in the evening peak hour**.

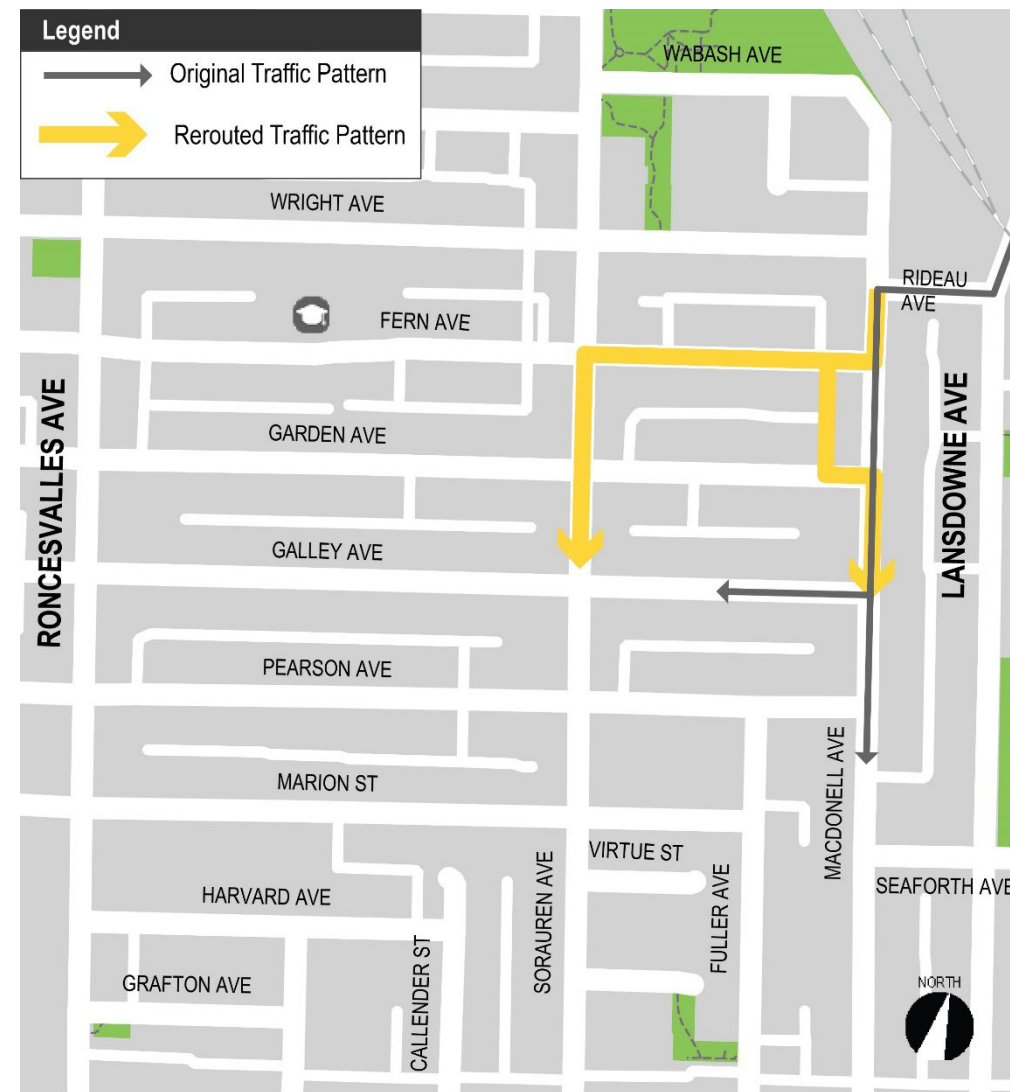


Circulation Changes | Roncesvalles Avenue to Lansdowne Avenue (continued)



- 24-hour traffic volumes on Fern Avenue between Sorauren Avenue and MacDonell Avenue **increased approximately 80%**. Between Sunnyside Avenue and Sorauren Avenue, volumes on Fern Avenue did not change significantly.
- The increase in volume on Fern Avenue corresponds with an approximate 75% **increase in southbound volumes on Sorauren Avenue**.
- Due to the one-way conversion of Pearson Avenue between Fuller Avenue and Macdonell Avenue, **traffic volumes decreased approximately 70% on Pearson Avenue**.

While some of these increases in traffic volumes are likely due to new travel patterns for local access, the City is proposing **options to further reduce neighbourhood traffic infiltration from Lansdowne Avenue**.



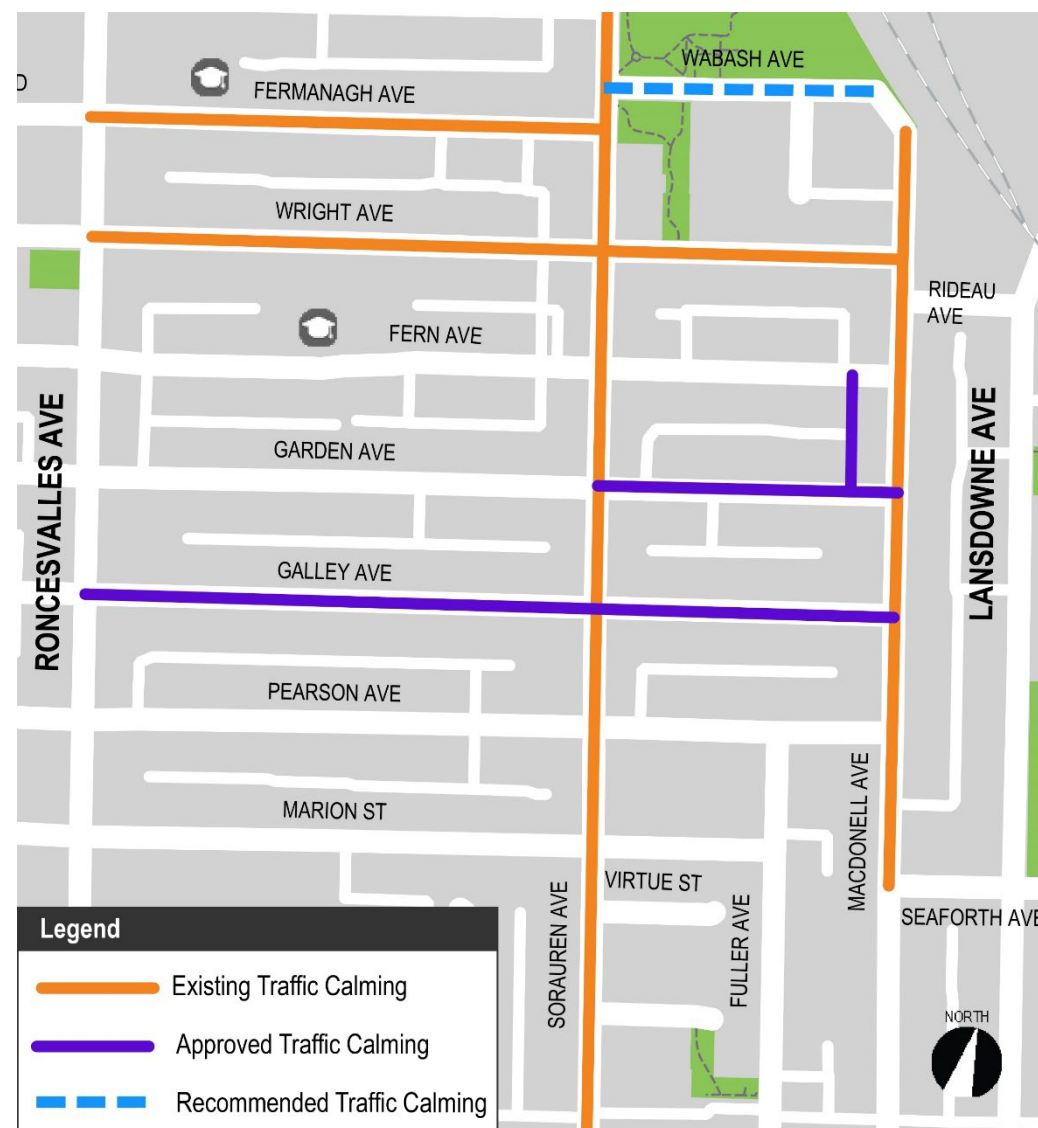
Traffic Calming | Roncesvalles Avenue to Lansdowne Avenue



Traffic calming measures were approved (*installation pending*) by Toronto and East York Community Council in October 2024 for the following streets:

- Speed humps on **Garden Avenue** between Sorauren Avenue and Macdonell Avenue
- Speed humps on **Galley Avenue** between Roncesvalles Avenue and Macdonell Avenue
- Speed bumps on the **north-south laneway west of Macdonell Avenue** between Fern Avenue and Garden Avenue.

Traffic calming measures (speed humps) are under evaluation to be recommended for **Wabash Avenue** between Sorauren Avenue and Macdonell Avenue due to 85th percentile speed recorded during the fall 2024 data collection.



Circulation Changes | Lansdowne Avenue to Brock Avenue



Following installation, traffic patterns changed around Parkdale Junior and Senior Public School:

- 24-hour traffic volumes generally **decreased on Seaforth Avenue**, with reductions over 50% between Macdonell Avenue and West Lodge Avenue.
- 24-hour traffic volumes **increased over 25% on Maple Grove Avenue**. However, peak hour and 24-hour volumes on Maple Grove remain relatively low for a local roadway, so the City is **not recommending further changes** to address this increase.

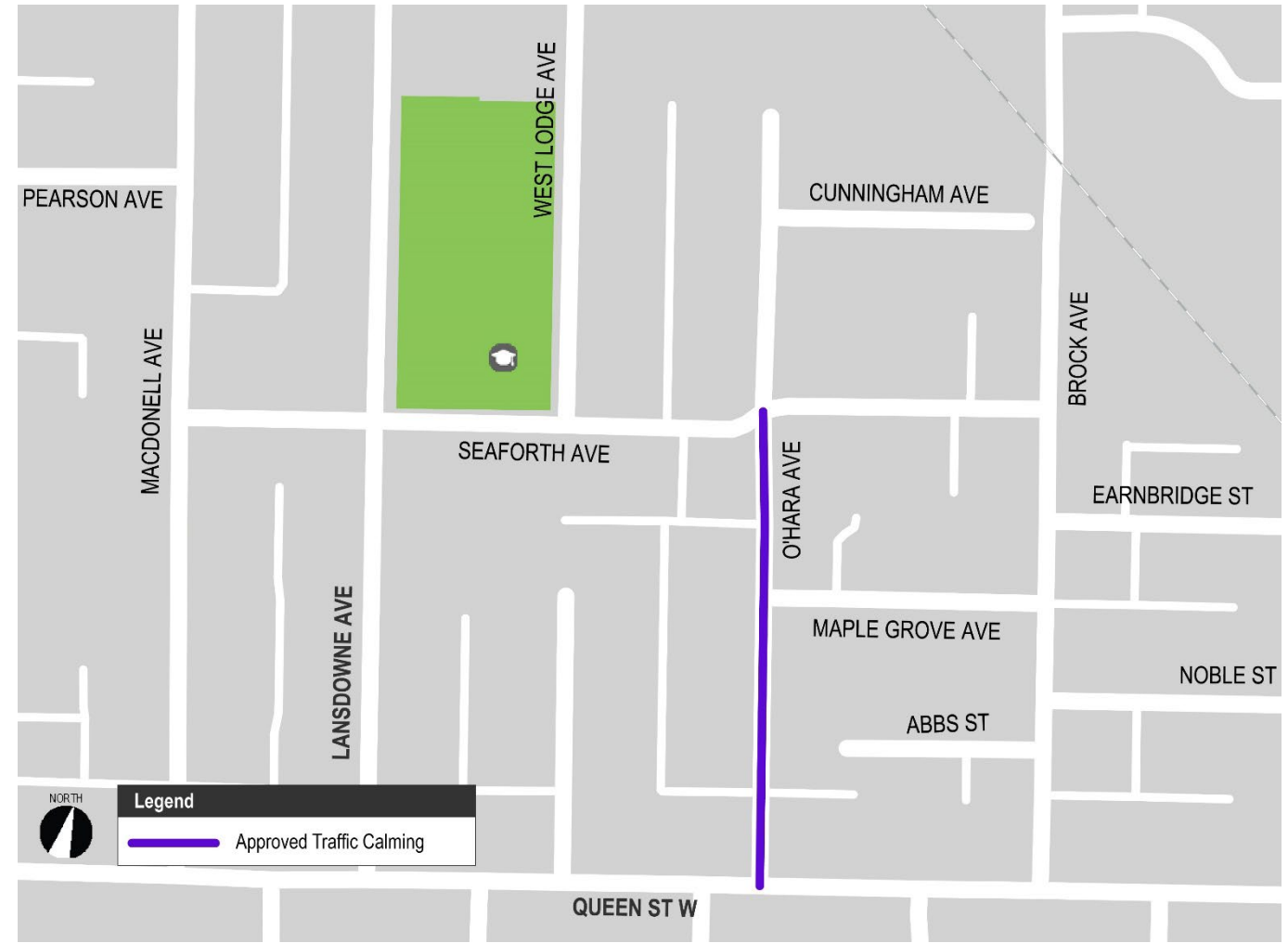


Traffic Calming | Lansdowne Avenue to Brock Avenue



Speed humps were approved by Toronto and East York Community Council in October 2024 for **O'Hara Avenue between Seaforth Avenue and Queen Street West.**

No other traffic calming locations are recommended at this time.



Planned Future Upgrades



Additional upgrades planned for 2025:

- Upgrade of existing pedestrian crossover at **Galley Avenue and Roncesvalles Avenue** to traffic control signal
- Reconfiguration of **Seaforth Avenue and O'Hara Avenue** intersection to tighten corners and improve pedestrian safety
- Construction of missing sidewalk on **Macdonell Avenue/Wabash Avenue** and reconfiguration of intersection at **Macdonell Avenue and Wright Avenue** to tighten corners and improve safety for pedestrians in conjunction with planned road works
- Reconfiguration of **Wright Avenue and Sorauren Avenue** and **Fern Avenue and Sorauren Avenue** intersections to tighten corners and add new crosswalk markings in conjunction with planned road works



Galley Avenue and Roncesvalles Avenue –
new traffic signal



Seaforth Avenue and O'Hara Avenue –
reconfigured intersection



The City is proposing options to reduce eastbound traffic volumes on Pearson Avenue due to **traffic infiltration from The Queensway** to points north and east and use as a through street:

- Option 1: **Prohibit (all day) or restrict (specific time periods) the eastbound left-turn and/or eastbound through manoeuvre at Roncesvalles Avenue** to encourage motorists to utilize Roncesvalles Avenue to access the neighbourhood from the south; and/or
- Option 2: **Prohibit the left-turn from St. Joseph's Health Centre Parking Garage** to require all outbound traffic to exit towards The Queensway.

The City **does not recommend further changes to street direction in this area**, which would have more significant impacts to local access and neighbourhood circulation. The City is also **evaluating signal timing changes at The Queensway and Sunnyside Avenue** to address concerns about delays and queuing for the eastbound left-turn.

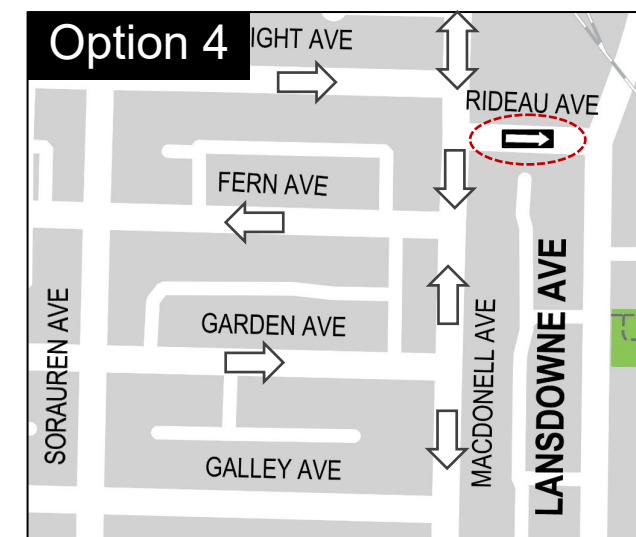
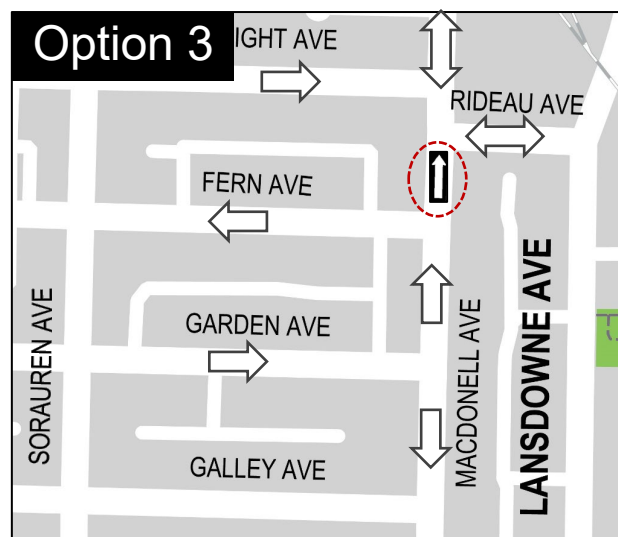
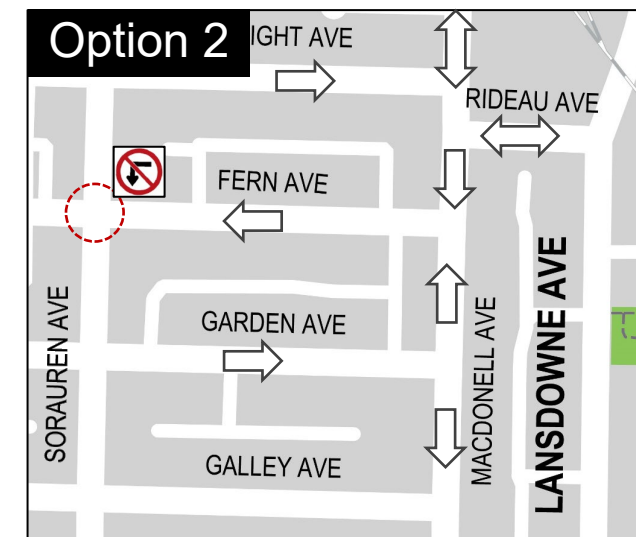
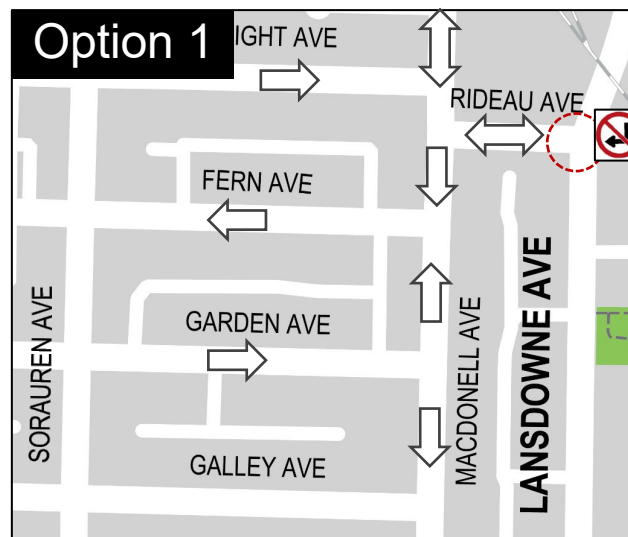




Options to promote use of Lansdowne Avenue and discourage neighbourhood infiltration onto segments of Rideau Avenue, Macdonell Avenue and Fern Avenue include:

- Option 1: Restrict (specific time periods) the **southbound right-turn from Lansdowne Avenue to Rideau Avenue**; or
- Option 2: Prohibit (all day) or restrict (specific time periods) the **westbound left-turn from Fern Avenue to Sorauren Avenue**; or
- Option 3: Extend the **one-way northbound Macdonell Avenue between Fern Avenue and Rideau Avenue**; or
- Option 4: Convert **Rideau Avenue to one-way eastbound** between Lansdowne Avenue and Macdonell Avenue.

Note that each of these options would have increasing impacts to local access and neighbourhood circulation.



Next Steps

Next Steps



- Following this meeting, staff will consider feedback and refine potential recommendations to address neighbourhood traffic infiltration.
- Staff recommendations will be reported to the Toronto and East York Community Council for approval in May 2025.
- Post-installation monitoring will continue through summer/fall 2025.



Provide feedback:

toronto.ca/westparkdalecycling

Comment Deadline: Sunday, March 9, 2025

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