

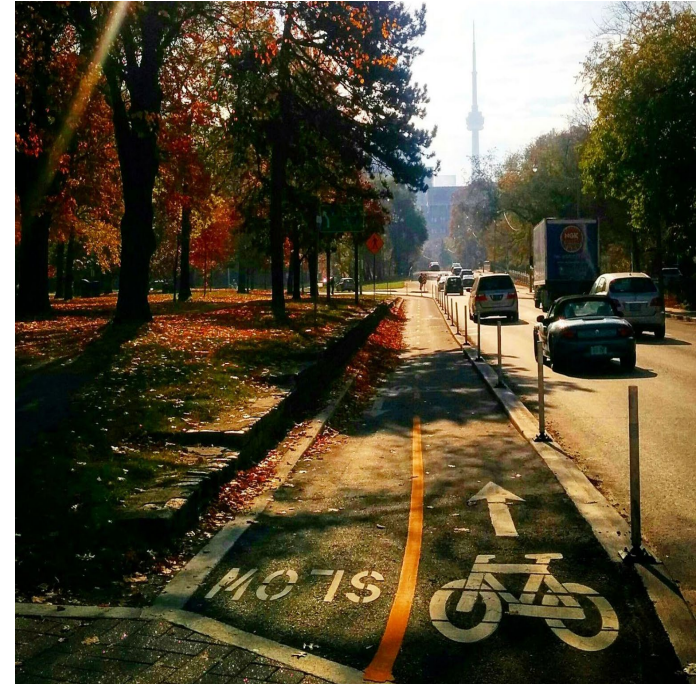


Integrating Active Transportation Projects into State of Good Repair Road Work

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- Toronto's Cycling Network Plan & Implementation
- SOGR Road Program & Active Transportation Opportunities
- Harbord/Hoskin Case Study
- Concluding Remarks



Example of a Bi-Directional Cycle Track

City of Toronto's Cycling Network Plan



The Cycling Network Plan (CNP) serves as a comprehensive roadmap and work plan, outlining the City's planned investments in the near-term and intentions for the long-term.

The CNP is an evolution of the Ten Year Cycling Network Plan, approved in principle in June 2016 and a culmination of significant research, analysis, and extensive public consultation.

The Cycling Network Plan has a rolling three year near-term implementation program

New cycling routes are developed based on a the capital implementation program and the prioritization framework



Cycling Network Plan for former Ward 7, showing planned lanes, trails and corridor studies

City of Toronto's Cycling Network Plan

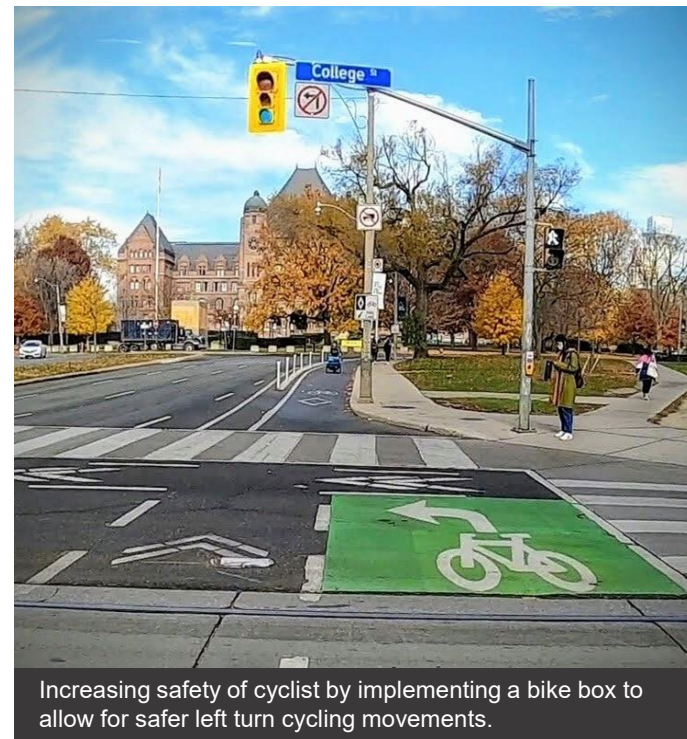


The framework includes:

- the cycling service assessment illustrated in the long-term vision
- strategic alignment with the state-of-good-repair road program
- health and wellness analyses
- road safety focus areas
- planning focus areas

It takes into account the feasibility, complexity, and delivery methods of proposed design options.

The framework applies an equity lens, which is informed by stakeholder engagement, geographic distribution, and a neighbourhood cycling and equity index.



Increasing safety of cyclist by implementing a bike box to allow for safer left turn cycling movements.

Major City-Wide Cycling Network



City Council approved in principle the Major City-Wide Cycling Network as part of the 2021 Cycling Network Plan Update.

- Approximately 200 km or 40% of the Major City-Wide Cycling Network is complete (includes ActiveTO temporary projects)
- Target of 60% completion by 2031 and full completion by 2041



City of Toronto's Cycling Network Plan



Many cycling projects are delivered through the quick build program

A quick build project can include:

- New or modified traffic signals and pedestrian crossings
- Pavement marking changes
- Precast 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)



An example of materials that can be used in quick-build projects, including pavement markings, precast concrete curbs and bollards.

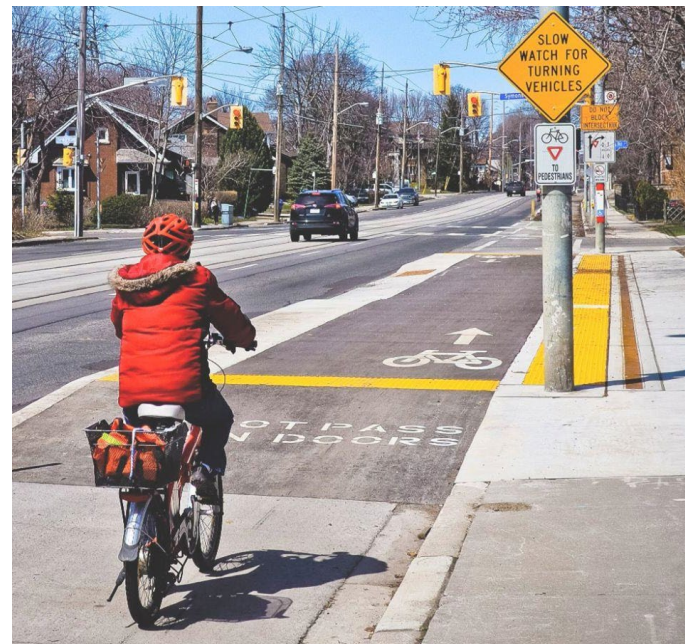
Opportunities for Active Transportation



Cycling's current contracts allow for quick build solutions but do not include more permanent infrastructure

State of Good Repair road work offers additional opportunities:

- Sidewalk widening and enhancements
- Green infrastructure
- Raised cycle tracks
- New signalized crossing
- Raised local street crossings
- Enhanced public transit stops
- Protected cycling intersections



Enhanced public transit stop with a raised cycle track, tactile plates, and signage to allow safe passage for both cyclist and pedestrians.

Opportunities for Active Transportation



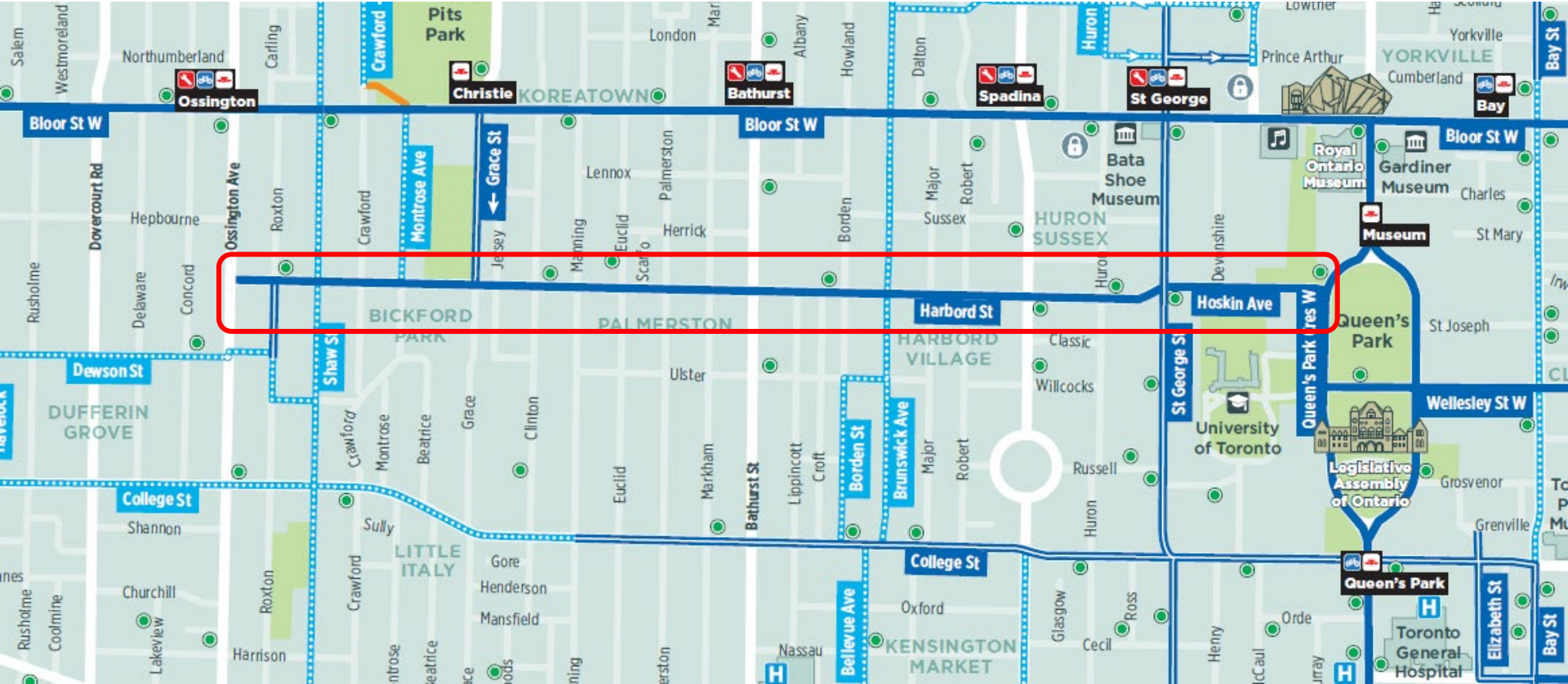
Aligning the plan for road work with the cycling network plan creates the window of opportunity for those more permanent measures and reduces cost and time compared to completing each project separately.



Bundled state of good repair and cycling project on Cummer Ave., including a green buffer separating the cycle track and sidewalk from vehicular lanes.

Case Study: Harbord/Hoskin Corridor

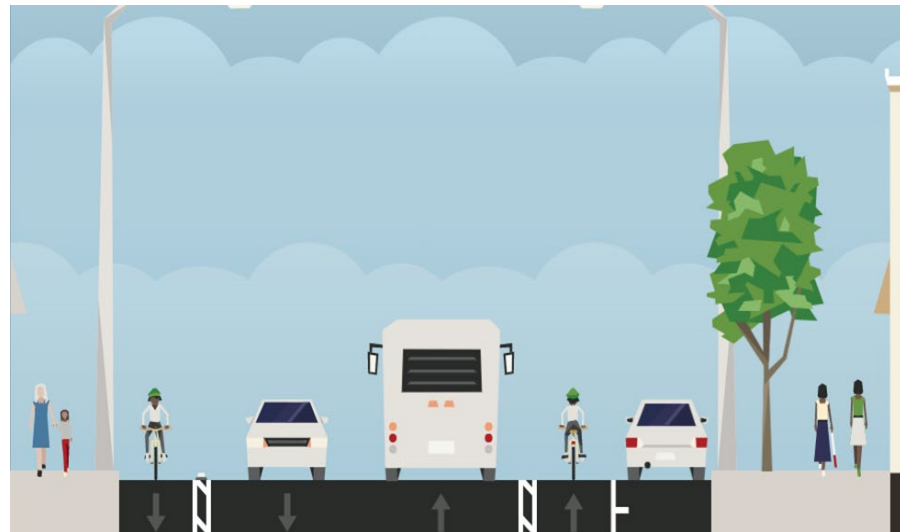
Harbord/Hoskin Corridor



Existing Conditions & Areas of Improvement



Single lane for traffic in each direction, with a buffered bike lane, 40km/h, curbside parking on one side.



Existing Layout

Existing Conditions & Areas of Improvement



Parking at curbside means bike lane cannot be protected, lane widths do not allow for additional buffer for dooring



Bus service exists along the route, with insufficient space for a modular platform

Existing Conditions & Areas of Improvement



In some cases, there is insufficient space for any buffer



Standards have been updated since the original implementation

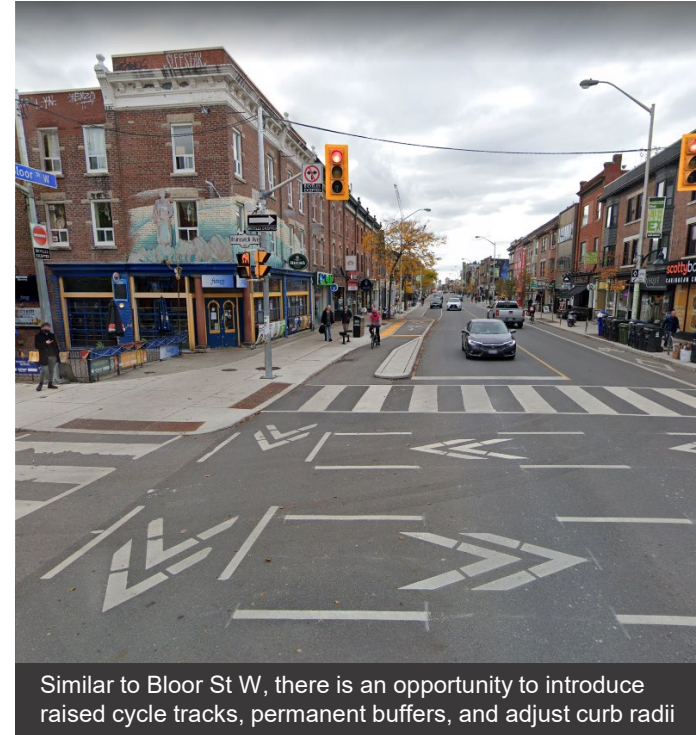
SOGR Work on Harbord/Hoskin



Major road resurfacing is planned for 2024, including

- replacement of old asphalt surface with new asphalt surface
- repairs of sidewalks and curbs

Opportunities to address some of the areas for improvement which would not have been feasible through existing avenues for active transportation work (Cost, extent of work, type of work)



Collaboration Process



- Developed functional plan to demonstrate feasibility and preferred design
- Provided parking counts to justify reduction in parking to accommodate new design
- Worked with other stakeholders such as the TTC to ensure their needs/wants are also met



Proposed Cross Section



Existing

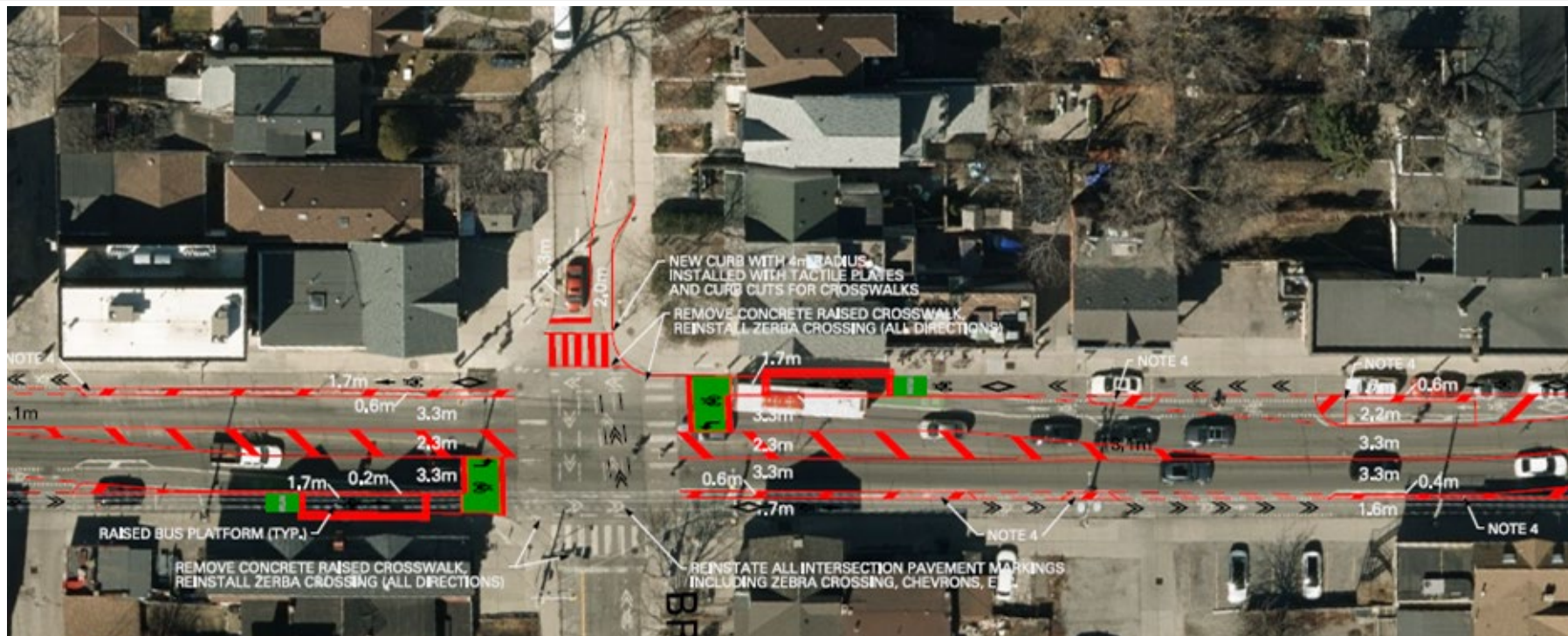
Planned

Placement of Raised Tracks



Using the resources of the road work allows for more permanent cycling infrastructure such as raised tracks for locations where people driving frequently stop

Curb Radii Adjustments



Using the resources of the road work also allows for adjustments to the curb radii, here allowing for a reduction in the bump-out to provide more space for cyclists travelling on the contraflow on the cross street

Concluding Remarks



It can be difficult to work within existing parameters, but collaboration within City departments creates opportunities to meet future demands for more accessible, safer infrastructure for all road users



Cycling facility using low barrier walls

Thank You

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