

Bicycle network
Vehicle network

Relieving Woodbine Ave: Creating a Ward 19 Transportation Network

By Adam Smith

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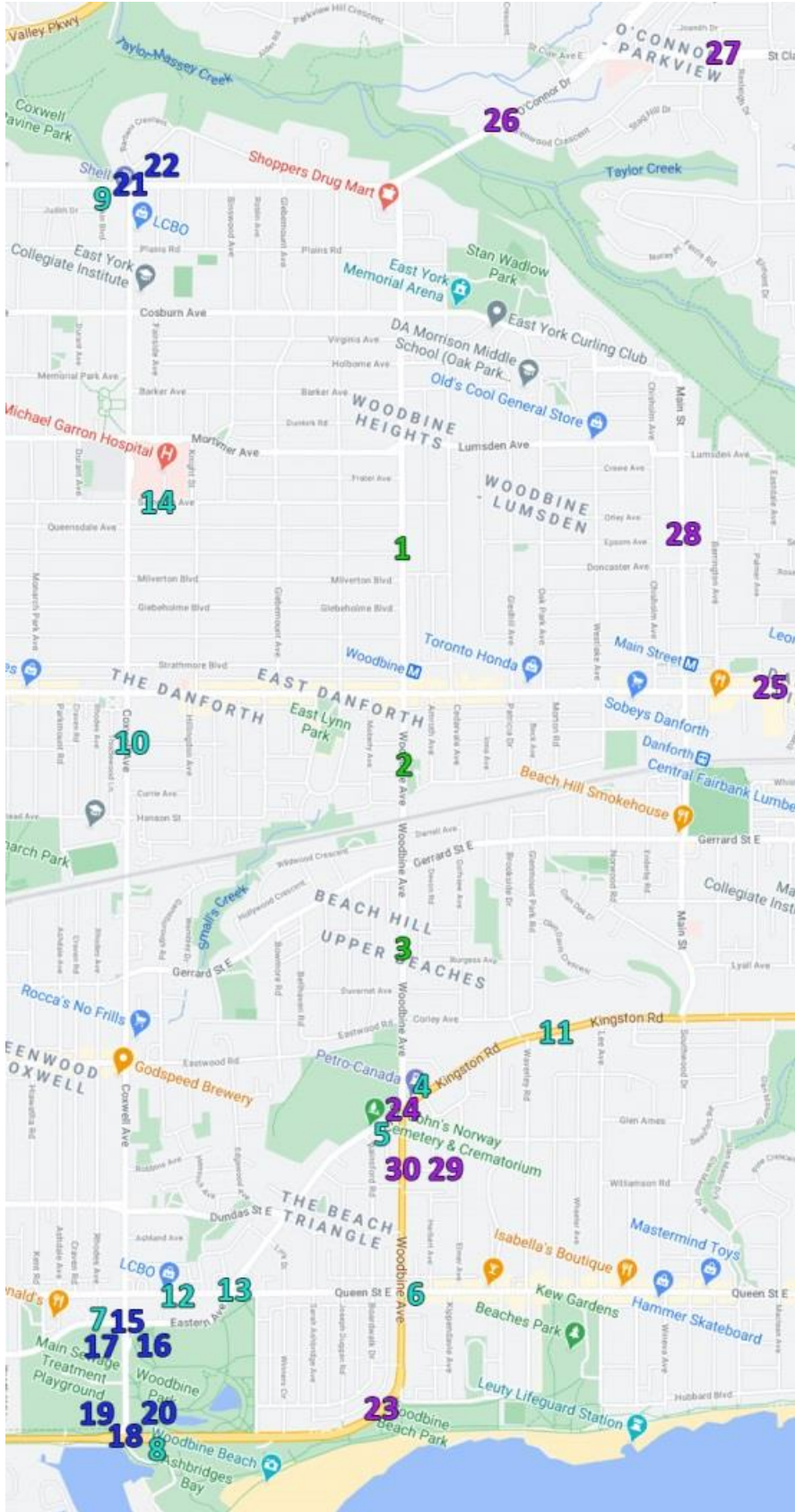
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***this is version 2 of this report, the first one had certain assumptions about the city's idea that proved incorrect, so the report has been updated with the city's presentation and the info therein. It also includes a proposal for the traffic light phases on the redesigned intersections.**



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Introduction:

My name is Adam Smith, I lived for four years at Kingston Rd and Beech Ave and I've lived on Woodbine Ave between Queen St E and Kingston Rd since Nov 2012. I lived through all Woodbine Ave's recent incarnations and experienced every effect of the various changes. On a weekly basis I am a cyclist, car driver, and transit rider on Woodbine and across our ward. As many know, I also have a keen interest in transportation solutions.

Through my observations and from my experience, on a daily basis I make note of the various inconsistencies and inefficiencies residents of Ward 19 have to live through on our streets, and I am constantly imagining ways to improve. I have written reports on the [Woodbine cycle track](#), and with local residents did [a study](#) on its effect on side street traffic in the problem area between Kingston Rd and Gerrard St E.

The Woodbine Problem:

Despite having its width cut in half by the cycle track, due to Woodbine's legacy of being the primary north-south artery between Lakeshore and O'Connor, and because traffic lights and their timing caters to traffic using Woodbine, and the fact it is still 50km/hr, and because there are no viable alternates, it is still used as a primary route for all manner of transportation. I do not believe the city's latest solution of removing parking on Woodbine during rush hour will relieve anything, not the side street cuts nor the congestion. I believe we need a solution that relieves Woodbine entirely by providing smoother alternate channels for transportation to flow through, unimpeded by Woodbine's various limitations.

The biggest problem with our city's transportation system is we aren't viewing it holistically like a larger network, all the tinkering and solutions from city staff are always changes to individual details isolated from the bigger picture. I once had the chance to ask city transportation staff if they ever attempt to view our streets from more of a network perspective, to devise more far-reaching holistic solutions. The unfortunate answer was, "We don't have the time, or staff, or budget to think that way." That's no surprise when every 20 years a Conservative ideologue becomes Premier and cripples our city in multiple damaging ways. Post-amalgamation our city staff experts are now required to specialize in the entire city of nearly 4 million; we cannot expect them to be cognizant of the local reality in every corner of the city.

This has led to relying on wasteful and unattractive cookie cutter solutions across the city, despite local conditions and needs varying and opportunities to use fewer materials. I wrote about the negative impacts of such solutions in [my report](#) "Mitigating the Impacts of Transportation Infrastructure in Toronto". So, it's up to locals to engage the city to inform them of the reality on the ground, and help devise solutions.

The City's proposal:

This section had to be updated from the first version to correct some wrong assumptions and to include all the info from the city's presentation.

The video of the consultation can be found here:

<https://youtu.be/4hVoEQwxP8k>

The councillor's presentation can be found here:

https://drive.google.com/file/d/1OVyflI_vbjwEmV3dklqMU8C-KRrFxS9/view?usp=sharing

And the staff presentation can be found here:

<https://drive.google.com/file/d/1zauUt4YsfwzU5rkUSd9i5c3QcmwLZNY/view?usp=sharing>

The city has decided the best way forward is to eliminate the parking on Woodbine from Kingston to Gerrard during evening rush hour, and to reconfigure the Woodbine-Gerrard intersection to allow two northbound lanes that would zipper together in the stretch just north of Gerrard. I originally assumed this would be accompanied by a northbound evening rush hour left turn restriction to ensure constant traffic flow, but apparently city staff didn't feel it necessary, despite their concerns about the left lane being used for left turns and through traffic.

Unfortunately this will solve little, and makes a few things worse. The city keeps trying to make Woodbine do double duty, as both a key piece of the cycling network and as the primary north-south thoroughfare between O'Connor and Lakeshore, which is why it fails at both. Putting in the cycle track and ending it prematurely at Dixon Ave, instead of its logical end at Lakeshore and Coxwell, is just more proof the city will only go so far to impede car traffic, and clearly the city has prioritized car traffic over the cycle track south of Kingston Rd.

The issue with side street cut-through traffic on streets like Duvernet, Burgess, and Cassels *long* predates the Woodbine cycle track going in, so if drivers were already incentivized to cut through on side streets when they had two northbound lanes before the cycle track went in, there's no reason to believe they won't continue to do the same when they have two lanes again. The city knows full well with our level of crushing traffic congestion that anywhere in the city you open up a new lane it is immediately filled with vehicles, relieving little.

I also incorrectly assumed this would require reducing the amount of protected bike lane, because I knew the width of Woodbine at Gerrard would not allow enough space for two northbound lanes AND a bike lane. Not so, the city basically fudged lane widths to jam in all the lanes. Now they admit that the northbound lanes would be a little narrower than a TTC bus, its mirrors would stick out beyond the lane. Which means on the driver side of a bus a larger truck couldn't pass a bus without leaving its lane or hitting the mirror, and on the passenger side the mirror would stick out almost into the bike lane.

This also creates parking issues now that residents on Woodbine will lose their parking for at least two hours in evening rush hour. This means these Woodbine residents will move their cars to side streets, which then takes parking away from those residents, in an area where there is little street parking available at the end of the day.

Removing the parked cars also means that cyclists are no longer protected by them on the northbound side. Because the southbound side is not actually physically separated at all, technically speaking it doesn't even qualify as a cycle track as described in the bylaw. With parking removed, if bollards are not installed on the northbound side now both directions in that entire stretch only qualify as mere bike lanes and not the protected cycle track it is legislated as.

The reason the city made Woodbine a cycle track and not a bike lane is because Woodbine is 50 km/hr and that *requires* a PROTECTED cycle track because of the higher speed. We already know of cyclists having accidents on the southbound side in this stretch. Either the city reduces the speed of Woodbine Ave in this stretch, or it must protect the cycle track more, it's not properly safe for cyclists otherwise.

The city staff presentation was most revealing in bringing to light the various problems with this design that I never even conceived of. Because of jamming in narrow lanes there are numerous problems other than the width of buses. Sight lines approaching the zipper are poor because that intersection is the peak of a hill. Drivers coming north on Woodbine wouldn't even see there is a zipper after Gerrard until they had crested the hill and gone through the intersection. Also, the lanes have to jig to the right to line up with the north side, and in snowy conditions this alignment would be invisible. They also raised concerns with southbound left-turning traffic having difficulties with the northbound left lane now being both a left turn and through lane. They poked so many holes in their own idea I was getting the impression they don't really like it either. Was this just an exercise for residents, to show the city is at least making an attempt to solve the problem even if they have no intention of applying their own solution?

The best we can hope for with the city's solution is a slight reduction in side street cut-through traffic and a slight decrease in travel time from Kingston Rd to Gerrard. And when I say slight, I doubt it will improve travel by even 30 seconds.

Adjusting Woodbine to cater to car traffic that still wants Woodbine to be the thoroughfare it no longer is misses the point. Since the installation of the cycle track Woodbine is no longer an appropriate commuting route, the city needs to stop catering to that mentality and accept an alternate. As Councillor Bradford aptly put it, "Widening the road to deal with car congestion is like loosening your belt to deal with weight gain." We are not tackling the source of the problem, we are catering to the problem.

The Woodbine Solution:

Our city has been strained to bursting in many ways for decades now. We need to start thinking outside the box and not be limited to the prescriptions or protocols of senior levels of government who may not have our best interests at heart. We need to devise solutions that take into account local variation while meeting effective safety standards.

Adding the cycle track to Woodbine changed its nature, it is no longer the artery it once was, and no amount of adjustments to its configuration will improve congestion or travel times as long as the cycle track remains *and* car drivers keep choosing it as their route. The solution lies elsewhere.

By creating better alternate transportation channels traffic will be encouraged to abandon Woodbine as their preferred route. The streets best suited to create this channel are Coxwell and Kingston Rd. With relatively simple changes to the light timing and parking restrictions on both these streets we can improve the flow of traffic, reduce congestion, and reduce the time it takes to drive through Ward 19 on the way to or from Scarborough, all while avoiding the difficulties of Woodbine.

Utilizing Coxwell and Kingston:

Coxwell Ave and Kingston Rd are perfectly positioned to create a cohesive rush hour transportation network. Not only will more fully utilizing them relieve Woodbine, it will move more traffic more efficiently.

Kingston Rd is the former Highway 2 (although the Hwy 2 signs still exist all over our ward) so it's no surprise that it's still a major transportation route into and out of the city. In that vein, Kingston Rd is also the designated heavy truck route through the ward, leading big rig transport trucks on Kingston Rd down to Eastern, to turn on Coxwell, to continue onto the Lakeshore on their way to the industrial area along Commissioners St or downtown (and vice versa). Because Toronto doesn't receive its goods by rail, almost everything comes in on trucks, we are forced to keep vital transportation routes like Kingston Rd dedicated to efficiently and safely moving heavier vehicles, making it inappropriate for cycling infrastructure (until it widens to three lanes when it merges with Danforth farther east).

Kingston Rd is already known to be problematic for transit movement, which is why the city adjusted rush hour parking restrictions a few years ago. However, the city chose to only adjust one section of parking restrictions where transit was slowest through the middle (Glen Manor to Victoria Park), so the higher restrictions (3-7pm) are sandwiched between lower restrictions (4-6pm) east and west of that section. I wrote about the problems with looking only at transit times and not asking WHY things were slower in this section in [another report](#). This creates a bubble in the middle that will bottleneck again at Victoria Park. How much smoother would traffic flow if the entire stretch of Kingston Rd from Queen St to Victoria Park were restricted from 3-7pm? Would we see such improvement that perhaps the restriction could be lowered to 3:30-6:30?

Coxwell is ideal to replace Woodbine as a north-south thoroughfare for many reasons. It is the ONLY other street in all of East Toronto that fully connects between Lakeshore and O'Connor, and since the

Woodbine cycle track went in, is the ONLY street in all of East Toronto other than Broadview that is 4 lanes wide from top to bottom (excepting the brief pinch at the railroad track underpass). Due to the streetcar tracks, and the nearby bike lanes on Woodbine and Greenwood, Coxwell traffic will never have to compete with a bike lane, it would never be appropriate to put one there. Residents on Coxwell also have advantages that residents on Woodbine don't, like the fact many more homes on Coxwell have driveways compared to homes on Woodbine. If we're making a full comparison, Coxwell also has less residential fronting onto it than Woodbine does, making it less impacted by rush hour traffic.

Phase 1: Fixing Woodbine Ave

1. Reduce Woodbine Ave to 40km/hr

There are only 5 roads in all of Ward 19 that are 50km/hr: Lakeshore Blvd E, O'Connor Dr, St. Clair Ave E, Victoria Park Ave... and Woodbine Ave. Reducing Woodbine to 40km/hr will make it safer, it will remove the conflict of having an unprotected bike lane where there should be a protected cycle track, it will de-prioritize Woodbine as the fastest north-south route on GPS, and it will make it easier to turn from side streets.

Considering all the obvious benefits to reducing the speed of Woodbine, especially that adding the cycle track reduced its status as an artery, and that city staff seemed to agree from the get-go that such a move makes sense, I could not figure out why that wasn't the first step and lowest hanging fruit. They recently lowered speed limits across the entire ward, including all of Danforth, and yet left Woodbine 50km/hr. It would seem it is because of the inflexible [warrant system](#) for determining traffic calming measures. When you read the warrants necessary to reduce Woodbine to 40km/hr it becomes obvious that the city wants to make it as hard as possible to reduce speed on larger roads, another example of catering to car traffic. I do not know precise road widths, but at a glance Woodbine would likely not qualify for a reduction in speed, despite the obvious benefits.

2. Fix the confusing and dangerous inconsistencies of the design and signage of the Woodbine Ave cycle track

I have [written extensively](#) about the various problems with the design of the Woodbine cycle track. When one looks across the city there is a piecemeal patchwork of greatly varying designs and configurations of cycling infrastructure, both cyclists and motor vehicle drivers can be forgiven for having trouble navigating it. Just look at the design of Roncesvalles vs Sherbourne vs Woodbine. It's not clear if the city is experimenting with different designs, or feels it appropriate that the designs vary so greatly, or if it's just a symptom of creating the network so piecemeal over so long a period of time that practices change.

I've had some near accidents on my bike southbound at Woodbine and Eastwood because of drivers turning from the driving lane and not the curb lane and the sight line issues that creates. The city needs to decide what is in fact the safest and most intuitive design for both drivers and cyclists and stick to it.

It's also come to my attention why there seems to be extreme reluctance on the part of the city to change anything on Woodbine. Unlike the Danforth bike lanes initiated as a pilot, which includes funding to monitor, adjust, and if necessary dismantle the lanes, Woodbine was funded as one-off fait accompli. City staff only had budget to build the Woodbine cycle track and no more, so once installed they considered it a done deal and do not wish to take from other budgets to fix it. Unfortunately this will not do, Woodbine has long standing flaws that need redress. They really should not have been building Danforth before fixing Woodbine. It's also a lesson that the city should never embark on such a project without funding allocated to follow up and if necessary make adjustments. Considering all the federal money available for such projects I don't know why it's so hard to find the funding.

3. Change the parking on Woodbine Ave between Corley Ave and Gerrard St E from the northbound side to the southbound side (to create even more parking, this can be extended down to Kingston Rd)

This change will open up more parking spots, it will reduce to one intersection at Duvernet where drivers exiting side streets will have to contend with seeing around parked cars (instead of three intersections on the northbound side), turning north from Duvernet onto Woodbine will also create better sight lines looking uphill rather than down (it will be easier to see traffic coming downhill), and it will protect the more vulnerable and dangerous southbound cycle track where there have already been three recent cycling accidents. Looking at this stretch in retrospect, it's curious the city didn't put the parking on the southbound side in the first place.

Phase 2: Prioritizing Coxwell Ave and Kingston Rd

4. Ban morning rush hour left turns from westbound Kingston Rd to southbound Woodbine Ave
5. Ban evening rush hour left turns from eastbound Kingston Rd to northbound Woodbine Ave

These two changes will automatically funnel traffic along Kingston Rd and away from Woodbine.

6. Ban morning rush hour left turns from westbound Queen St E to southbound Woodbine Ave

This change comes from local resident David Toushek. It makes no sense to allow cars turning left from westbound Queen St to southbound Woodbine to hold up streetcars when there is a dedicated left turn lane at Queen and Kingston that will get those cars to the Lakeshore all the same.

7. Extend left turn advance to trigger all day (7am-7pm) from westbound Eastern Ave to southbound Coxwell Ave
8. Extend left turn advance to trigger all day (7am-7pm) from eastbound Lakeshore Blvd E to northbound Coxwell Ave
9. Extend left turn advance to trigger all day (7am-7pm) from westbound O'Connor Dr to southbound Coxwell Ave

These three changes will also help to funnel and move more traffic along the preferred route. As a car driver I always find it frustrating and baffling that the advance left from westbound Eastern Ave to

southbound Coxwell Ave doesn't automatically trigger all day considering how much traffic comes down Kingston Rd, especially as this is the heavy truck route.

- 10. Unify rush hour parking restrictions on Coxwell Ave: southbound 7-10am, northbound 3-7pm
- 11. Unify rush hour parking restrictions on Kingston Rd: westbound 7-10am, eastbound 3-7pm

Unifying the rush hour parking restrictions is the most important change to create efficient transportation channels. And not just for cars and trucks, this will improve bus service too. I also observe that having rush hour parking restrictions on both sides of Kingston Rd or Coxwell at the same time is unnecessary, traffic is never as heavy in the opposite direction to rush hour, and opening up these channels will move the entire street better, negating the need to lose parking on both sides at the same time.

- 12. Eliminate the 502 and 503 streetcars and only run the Coxwell 22 bus, altering the route slightly to use the newly named Kishigo Way/Lane

This will improve transit reliability and traffic flow. As someone who lived on Kingston Rd for years I can't tell you how frustrating waiting for the 502 or 503 during morning rush hour is. If things get jammed up downtown, who knows when a streetcar may come. The opposite is true as well, getting off the 501 at Queen and Kingston during evening rush hour can be a wait until that 502 or 503 comes. I used to aim to be at that intersection after 7pm just because I knew the 22 was back on that part of the route. Every transit rider knows when they replace streetcars with buses transit on Kingston Rd vastly improves. Sticking with the 22 Coxwell bus completely avoids the complications of the long routes of the 502 and 503. Also, vehicles never have to contend with both lanes being stopped by a streetcar, with a bus vehicles can continue on their way while the bus drops passengers at a stop. Altering the route ties in to the change below, to create an overlapping stop between the 22 and 501.



- 13. Remove the transit stops at the southwest, northwest, and northeast corners of Queen St E and Kingston Rd and replace them with one stop (*) on the north side of Queen St just west of Kingston Rd

This will integrate the 22 bus and the 501 streetcar better, ensuring an overlapping stop. This transfer point has always been terrible. A bus rider on the 22 coming down Kingston Rd wanting to go west on the 501 will either have to get off the bus a little ways north of Queen St and walk down to Queen to then cross Kingston Rd, or have to get off on the southwest corner and backtrack to the 501 stop on the northeast corner. I shudder to think how difficult this would be for anyone with mobility issues, or worse, with vision impairment. Combining these three stops into one makes the most sense.

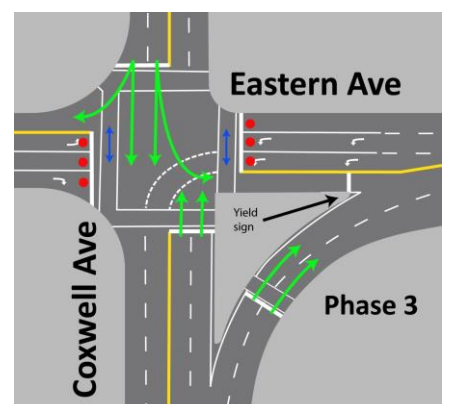
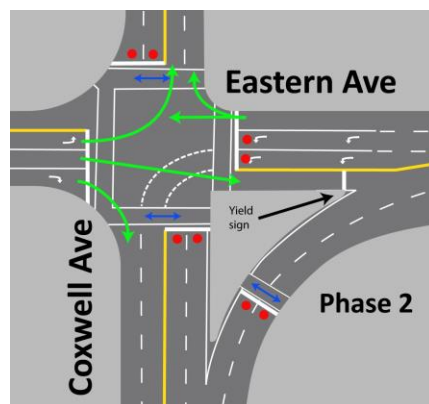
- 14. Move the taxi stand in front of Michael Garron Hospital to either Sammon Ave or Mortimer Ave

This is necessary to open up the full width of Coxwell, otherwise it creates a bottleneck at the hospital. It probably makes the most sense to move it to Sammon considering it's easier for a cab to turn from there to go to the main entrance of the hospital, and due to the transit on Mortimer.

Phase 3: Reinforcing Coxwell Ave and Kingston Rd

- 15. Reconfigure Eastern Ave and Coxwell Ave

Changing these lanes will facilitate the volume of traffic to be moved along this route. The best part is the right turn lane from northbound Coxwell to eastbound Eastern is already wide enough for two lanes of cars. Below are the potential traffic light phases for the intersection.



16. Add a right turn signal and signaled crosswalk at the southeast corner of Eastern Ave and Coxwell Ave

This will increase pedestrian safety and ensure more efficient traffic flow. The less a driver has to think and look around to make decisions the safer the road. Adding these lights will help with funneling traffic from the Lakeshore onto Eastern and ensure pedestrians safely have their turn.

17. Make the left turn advance from westbound Eastern Ave to southbound Coxwell Ave a left turn signal

With the addition of the double left turn lane, and the changes to light phases, it would no longer be appropriate for this to be a regular left turn lane, it must be controlled at all times by a left turn signal.

18. Reconfigure Lakeshore Blvd E and Coxwell Ave

Changing these lanes will facilitate the volume of traffic to be moved along this route.



19. Add a right turn signal and signaled crosswalk at the northwest corner of Lakeshore Blvd E and Coxwell Ave

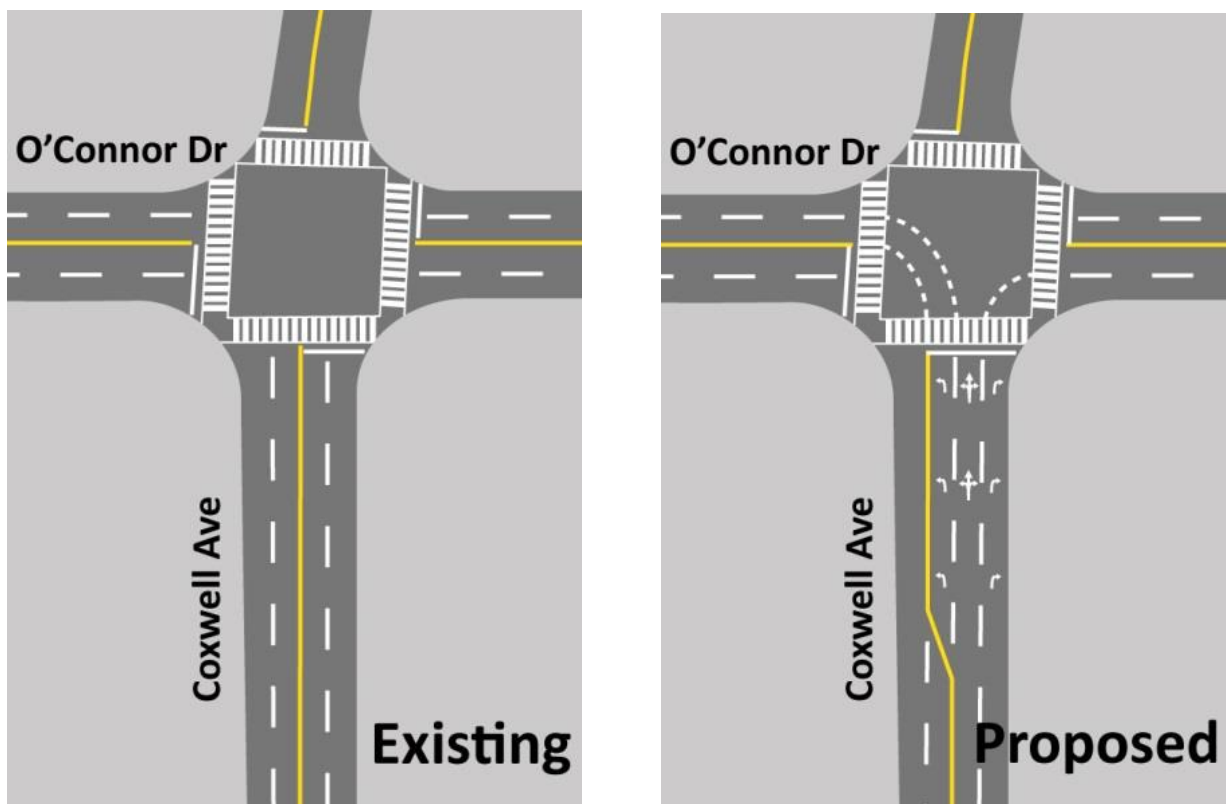
This will increase pedestrian safety and ensure more efficient traffic flow. The less a driver has to think and look around to make decisions the safer the road. Adding these lights will help with funneling traffic from Coxwell onto the Lakeshore and ensure pedestrians and cyclists safely have their turn.

20. Make the left turn advance from eastbound Lakeshore Blvd E to northbound Coxwell Ave a left turn signal

With the addition of the double left turn lane, and the changes to light phases, it would no longer be appropriate for this to be a regular left turn lane, it must be controlled at all times by a left turn signal.

21. Reconfigure O,Connor Dr and Coxwell Ave

Changing these lanes will facilitate the volume of traffic to be moved along this route. As there is only one lane on Coxwell north of O'Connor there is no need for two southbound lanes as there are never two lanes of traffic able to occupy both lanes at the same time.

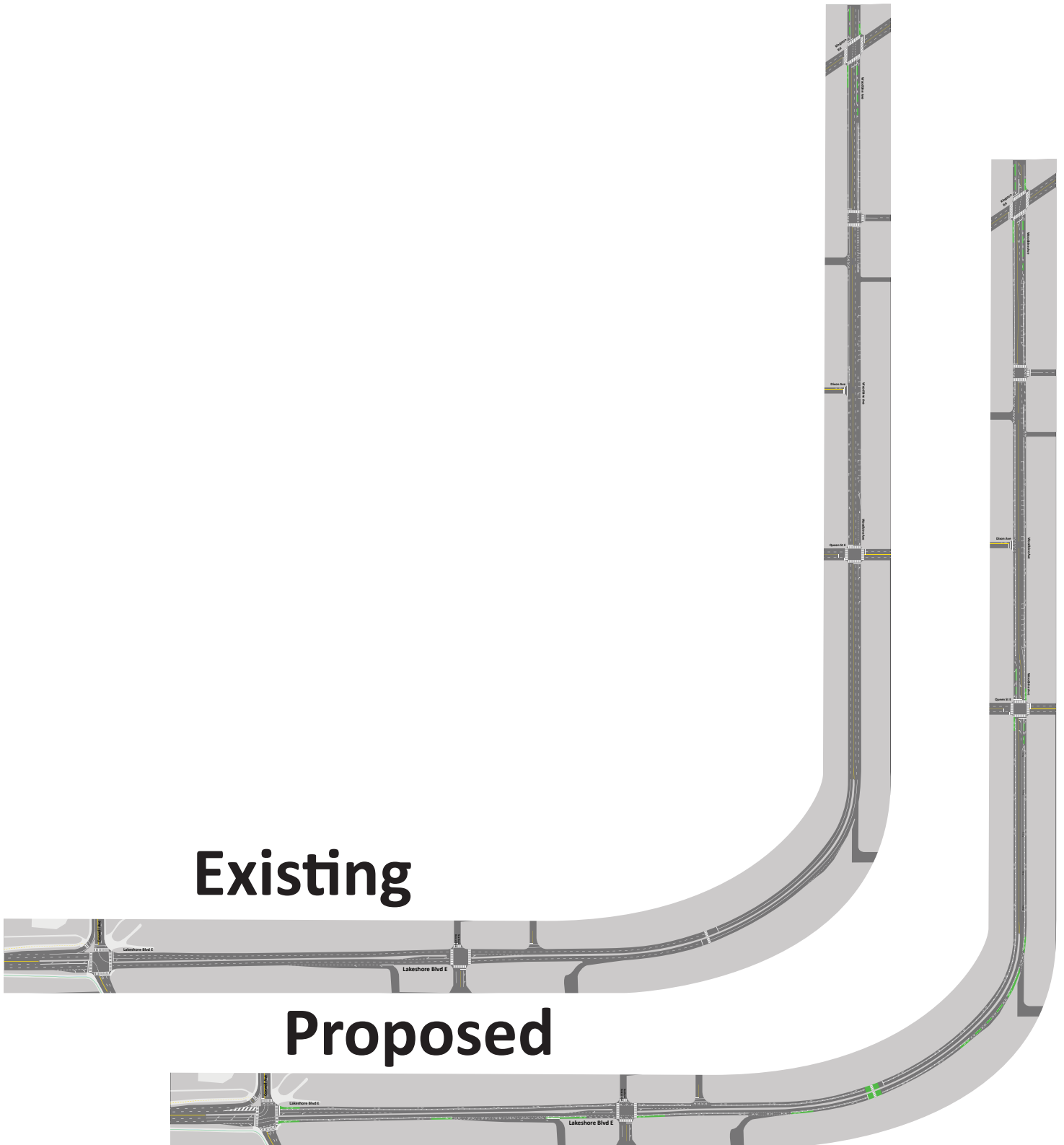


22. Add a right turn advance signal from northbound Coxwell Ave to eastbound O'Connor Dr

This will match the left turn advance from westbound O'Connor to southbound Coxwell, moving traffic more efficiently.

Phase 4: Completing the cycling network

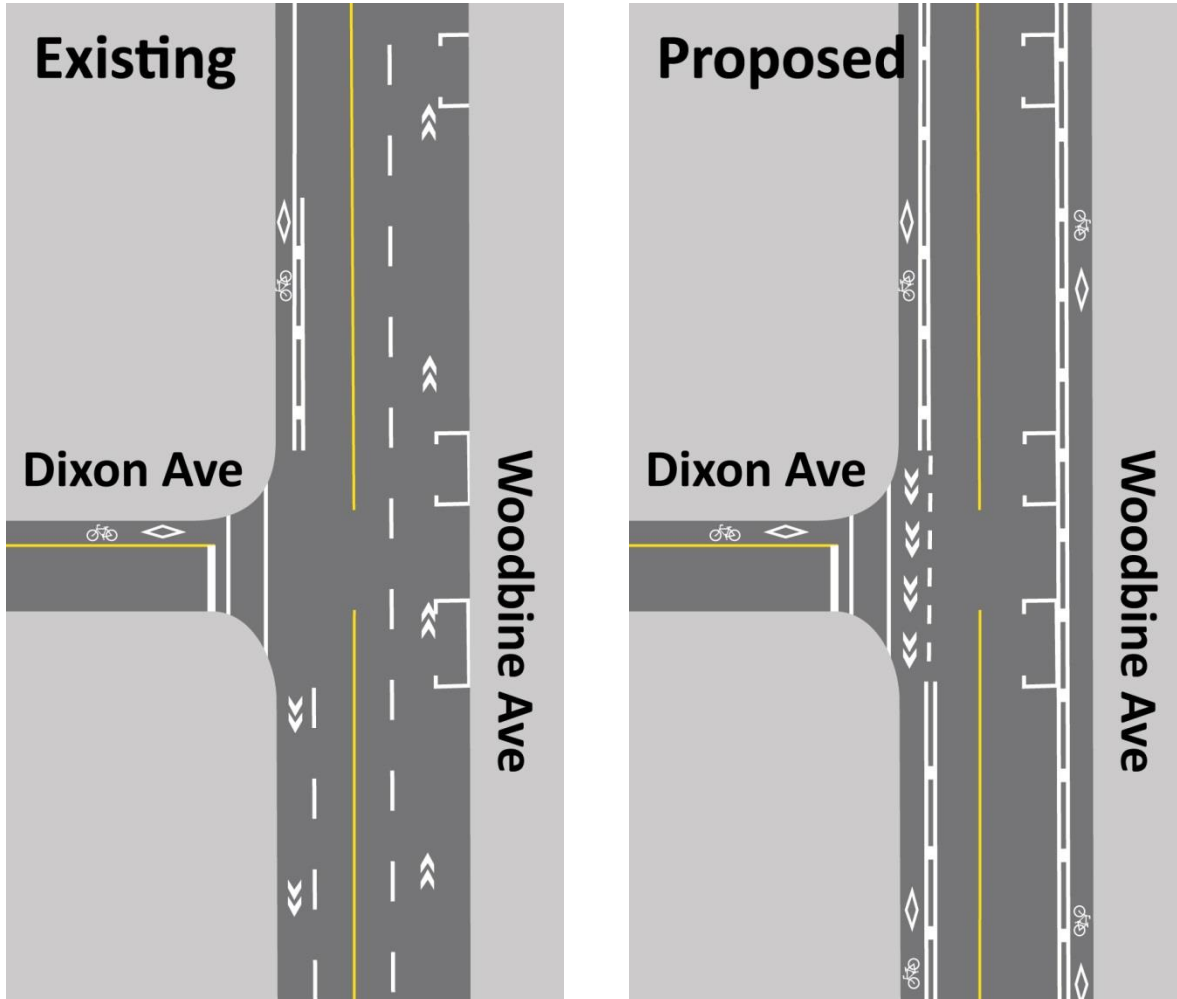
Completing the Woodbine cycle track



23. Complete the Woodbine Cycle Track down to Lakeshore Blvd E and Coxwell Ave

The city made clear its prioritization of motorized traffic over a connected cycling network when it prematurely ended the Woodbine cycle track at Dixon Ave, to then take the most convoluted unintuitive route through side streets to connect with the Martin Goodman Trail south of Lakeshore. To create a functional cycling network the Woodbine cycle track must be brought to its logical conclusion at Lakeshore and Coxwell.

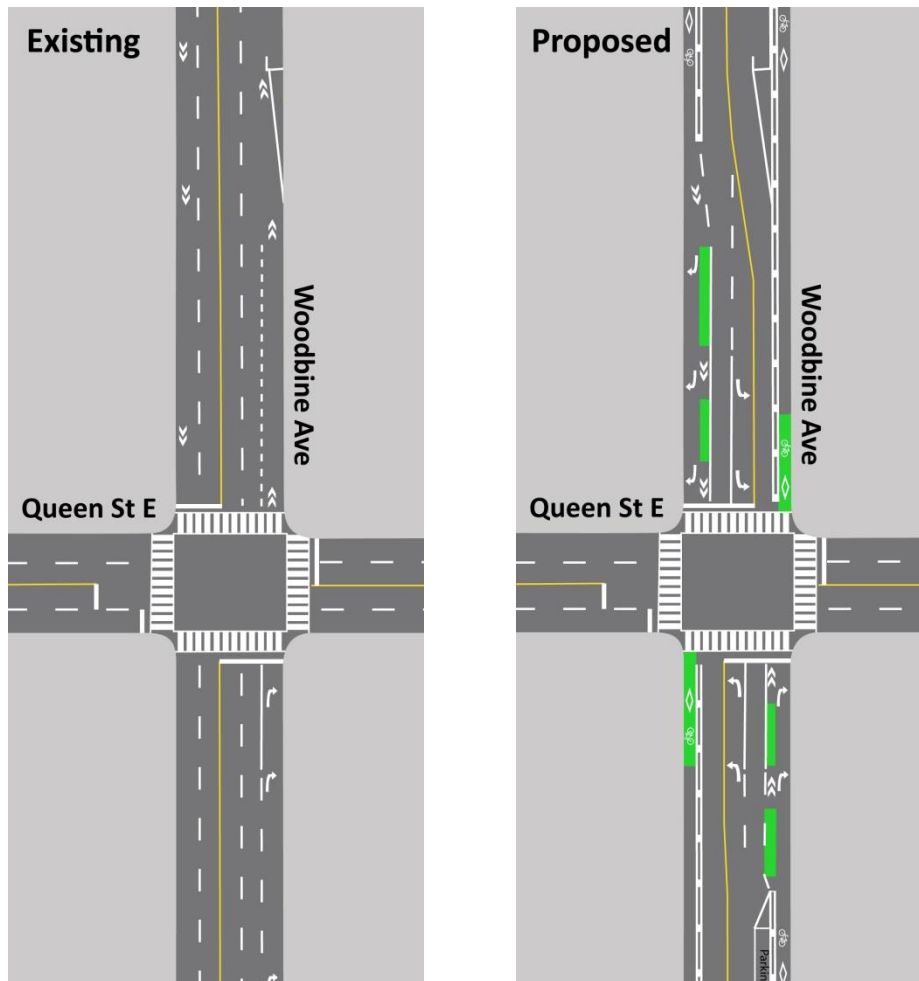
E) Reconfigure Woodbine Ave from Queen St E to Kingston Rd



F) Reconfigure the Queen St E and Woodbine Ave intersection

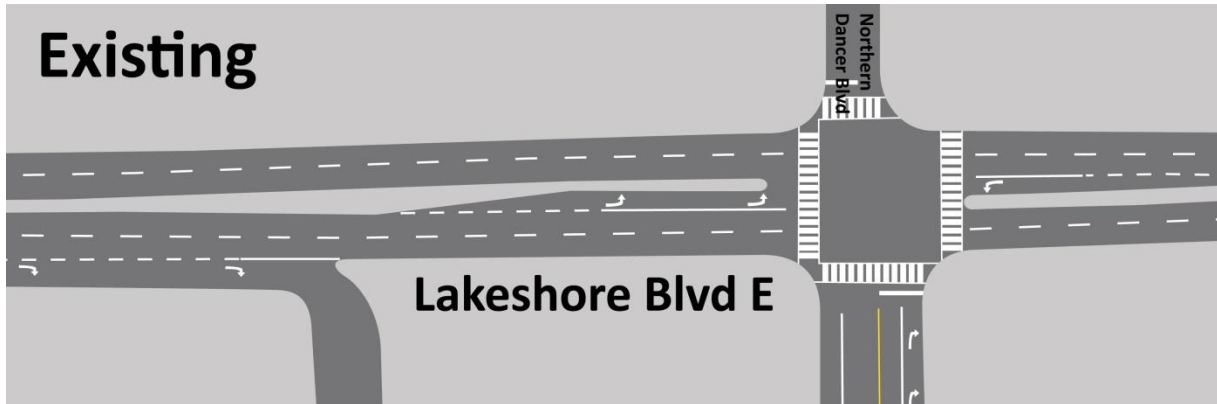
I can't speak for other cyclists, nor what other places across the world feel the best practice is, but in terms of the integration of cycling lanes with right turn lanes I find the design of Kingston Rd and Woodbine to be the most efficient and safe. Neither driver's education nor Can-Bike recommend any form of passing on the right, it's counterintuitive and creates a conflict zone. When it comes to right-turning vehicles Can-bike teaches cyclists to either wait behind or pass on the left, not to approach the right side of a right-turning vehicle. Not to mention that until recently nowhere on Toronto roads do drivers need to remember to check their right side for cyclists when making a right turn.

That's why I find the Danforth bike lanes unsafe at many intersections, because it allows cyclists going straight to come into the path of a right-turning car, as opposed to a shared lane. When a car stops to turn right off Danforth to many side streets, it is much harder for the driver to check their blind spot and see a cyclist, especially if there's a row of parked cars. There have already been two accidents on Danforth because of this configuration. Granted, both accidents were with e-bikes travelling illegally and very fast in the bike lane, but none the less, this configuration requires a new kind of attention from both cyclists and drivers never previously needed. Putting bike traffic in the path of right-turning vehicles creates a constant conflict zone, not to mention it prioritizes one form of traffic over another by creating a counter-intuitive right-of-way.



G) Reconfigure Woodbine Ave to Lakeshore Blvd E

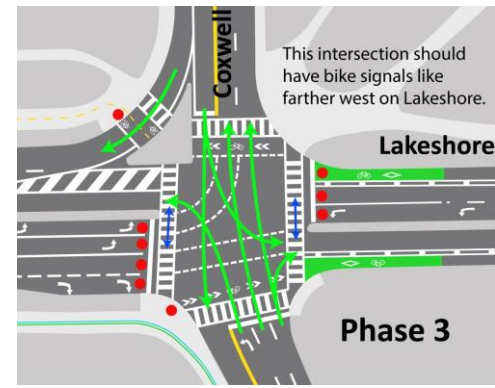
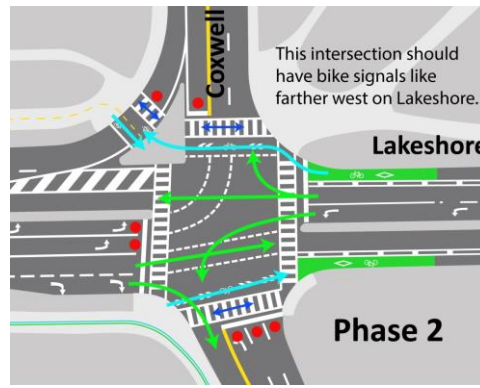
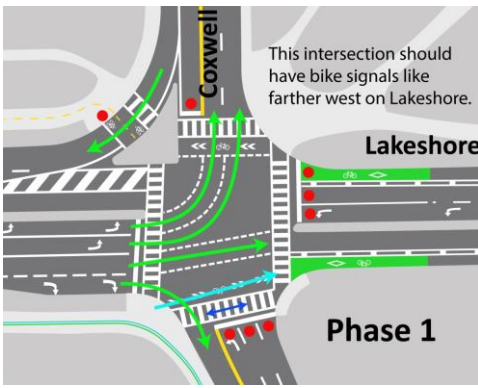
Extending the bike lanes will require some shared right turn lanes across this section, but in general the road can easily support the addition of the lanes. There are complete details in the previous larger map.



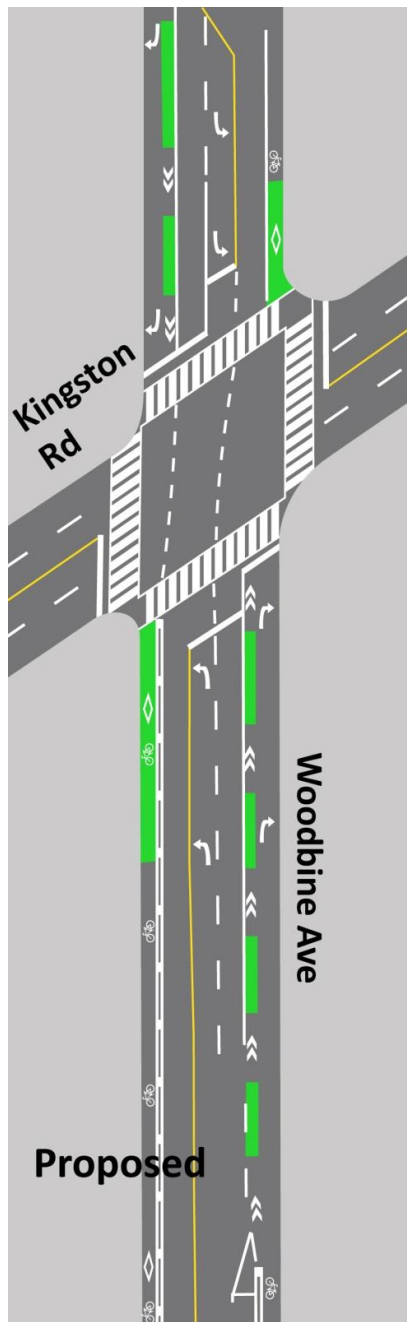
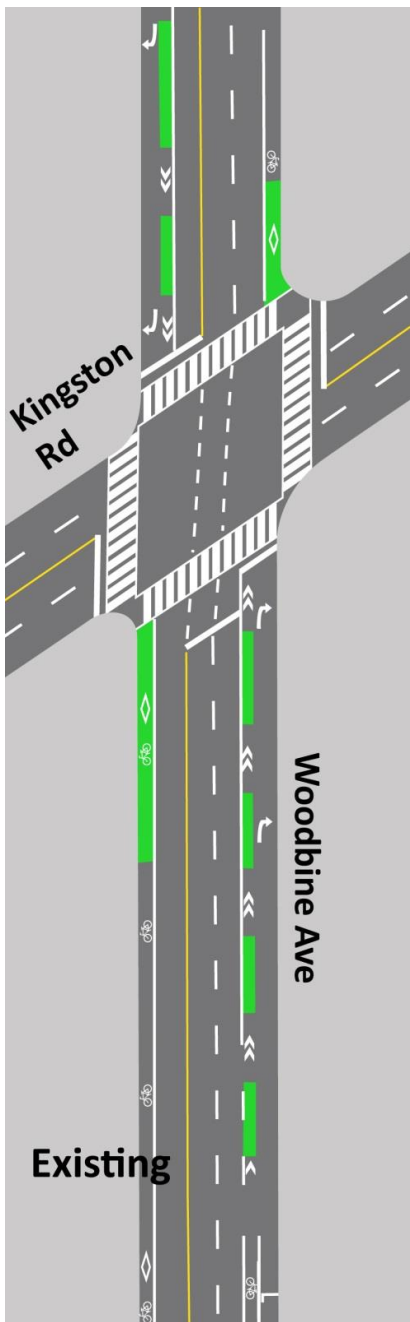
H) Reconfigure Lakeshore Blvd E to Coxwell Ave

To connect to and integrate with the Martin Goodman Trail and the Lakeshore paths, the logical end of the Woodbine cycle track is at Coxwell and Lakeshore. Westbound cyclists can take the north side path (there is a sidewalk and unofficial bike path parallel to each other on the north side) and eastbound commuting cyclists can leave the Martin Goodman Trail on the south side and continue east on Lakeshore, instead of being forced to cut through the beach on the Martin Goodman Trail. The MGT through the beach area is very busy, especially in the summer, has a speed limit of 20km/hr, and being a multi-use trail is not a dedicated bike path, so it is not really convenient nor safe nor appropriate as a cycling commuting route. Running the cycle track on Lakeshore to seamlessly connect from Coxwell to continue up Woodbine is the better choice. Below are the potential traffic light phases.





24. Reconfigure Woodbine Ave and Kingston Rd to a single lane north and southbound, creating left and right turns lanes on both north and southbound sides, and bring back the street parking lost from 463-487 Woodbine Ave



This will be the final change to cement Woodbine's status as a safe cycling commuter route and not a vehicular thoroughfare. City staff must be getting sick of hearing this suggestion from me, but it will solve a few problems.

With a southbound left turn lane traffic will no longer use Heyworth Cres as the easiest way to go east on Kingston Rd. With only one northbound lane, parking immediately north of Kingston can be restored, and there will no longer be a race to the end of the two lanes zippering to one.

25. Extend the Danforth bike lanes to Victoria Park Ave and beyond
26. Put a bike lane on O'Connor Dr from Woodbine Ave to St. Clair Ave E
27. Put a cycle track on St. Clair Ave E from O'Connor extending east
28. Put a bike lane on Main St from Southwood Dr and Glen Ames up to Hamstead Ave to Westlake Ave to connect with the Cosburn Ave lanes

All of the above changes would serve to finish connecting a cycling network. St. Clair requires a cycle track because it will still be needed as a vehicular transportation channel, and has the width for 4 lanes of driving and two separated cycle tracks. As we know with the O'Connor bridge, it does not have the width for a proper bike lane. My dream would be the city could perhaps cut a few inches off the sidewalk on either side and trim the usual width of all the lanes to jam them all in together.

29. Put a contraflow bike lane on Norway Ave between Woodbine Ave and Elmer Ave

Living at Norway and Woodbine I used to be against this change, as it would obliterate all the street parking on a stretch that is already parking stressed with nowhere else to go. However, I believe if the city relaxed its lane width requirements a bit you could squeeze a contraflow, parking, and a driving lane with sharrows along that stretch.

30. Change the Woodbine Ave and Norway Ave intersection to a lighted crosswalk and stop sign

As I've written about in [another report](#), this intersection never needed to exist as is anyhow. People needed a crosswalk, cars did not need a set of lights. The city put up an insane amount of poles, put traffic lights right in front of windows blocking the view out of people's houses, and created unnecessary idling as cars turning left off Norway now have to wait at a long light that favours Woodbine. If all the other changes above happened, this intersection becomes more unnecessary than ever. Keep the northside crosswalk controlled with traffic lights, and lose everything else in the intersection. I don't know if the city normally does this, but they could re-use the infrastructure to create some of the new lights and crosswalks described earlier in this report.

The benefits to the Ward 19 Transportation Network:

Taking a holistic macro level network approach to transportation through the ward will result in a win for every user of the road.

- Woodbine Ave will be safer for all manner of transportation, in particular cyclists
- Woodbine Ave will be less congested, resulting in less cut through side street traffic, and better travel times for all manner of transportation, in particular transit
- Kingston Rd will more efficiently move all manner of transportation, in particular transit
- Coxwell Ave will more efficiently move all manner of transportation, in particular transit
- Transit riders will find improved connectivity from Kingston Rd to Queen St E to Coxwell Ave
- Cyclists will find improved connectivity in the finished Woodbine cycle track, integrating better with Lakeshore Blvd E cycling commuter routes

- Altering Woodbine in this way negates the need for an intersection at Woodbine Ave and Dixon Ave
- If traffic flows on Kingston Rd greatly improve, a knock on effect might be less traffic using Queen St E as a thoroughfare to and from Scarborough
- The configuration of this network fully maximizes the utility of the existing space, so unless and until there is a new mode of transportation to contend with, no further changes would result in a greater flow of transportation under existing conditions. The streets would be as fulsomely utilized as possible.

I've become very accustomed to the city ignoring my ideas, but it doesn't stop me from seeing better solutions and planning them out. Over time I hope city staff adopt a more inclusive approach to devising solutions, one that engages residents over the course of solving the problem to look for a local solution that may or may not conform to the sometimes arbitrary and/or anachronistic constraints of existing policies and practices. Our city is evolving, our approach to city-building in an era of sustainability needs to evolve too.

By Adam Smith