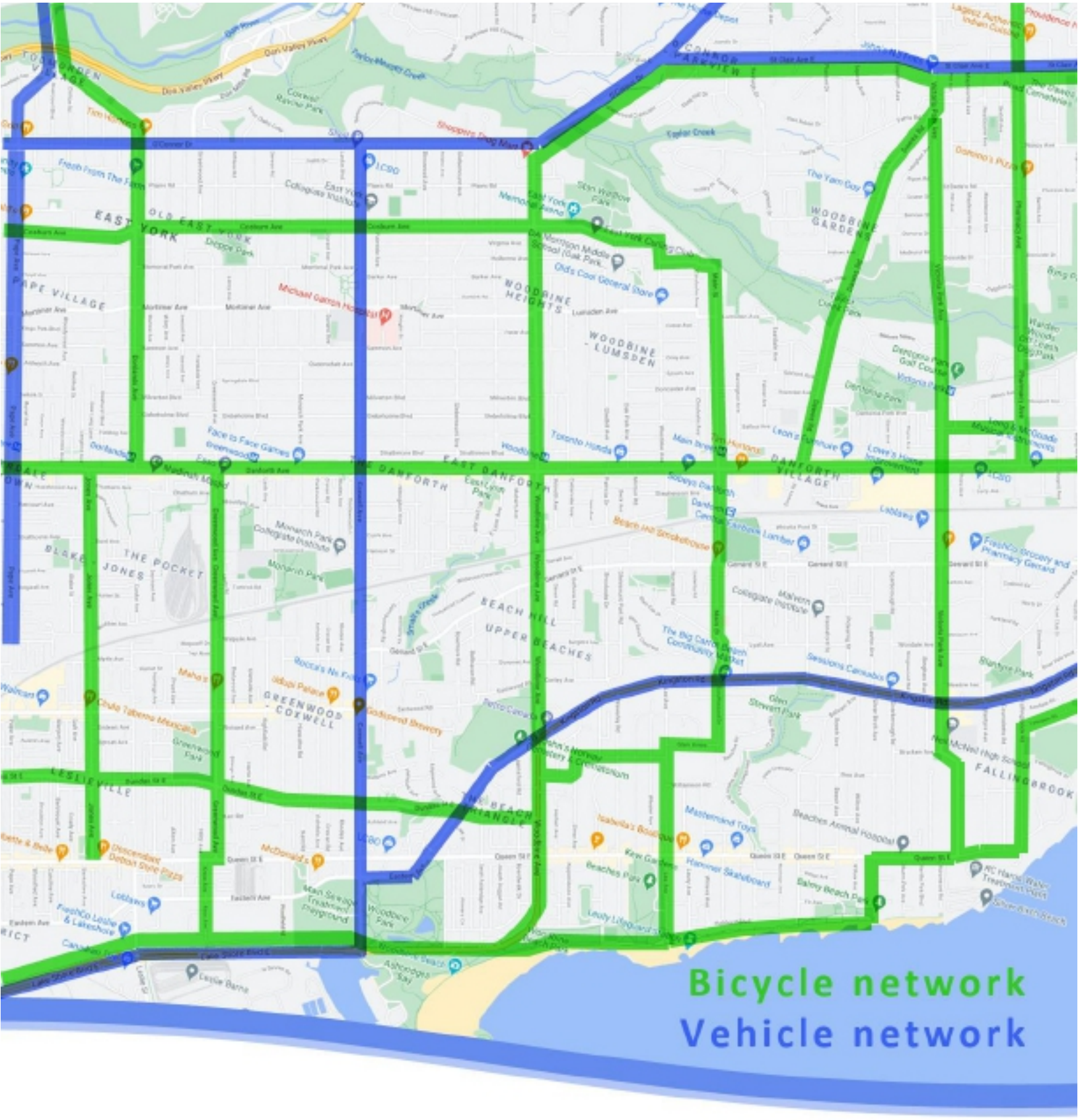


Relieving Woodbine Ave:
Creating a Ward 19 Transportation Network

By Adam Smith

Building a Ward 19 Transportation Network

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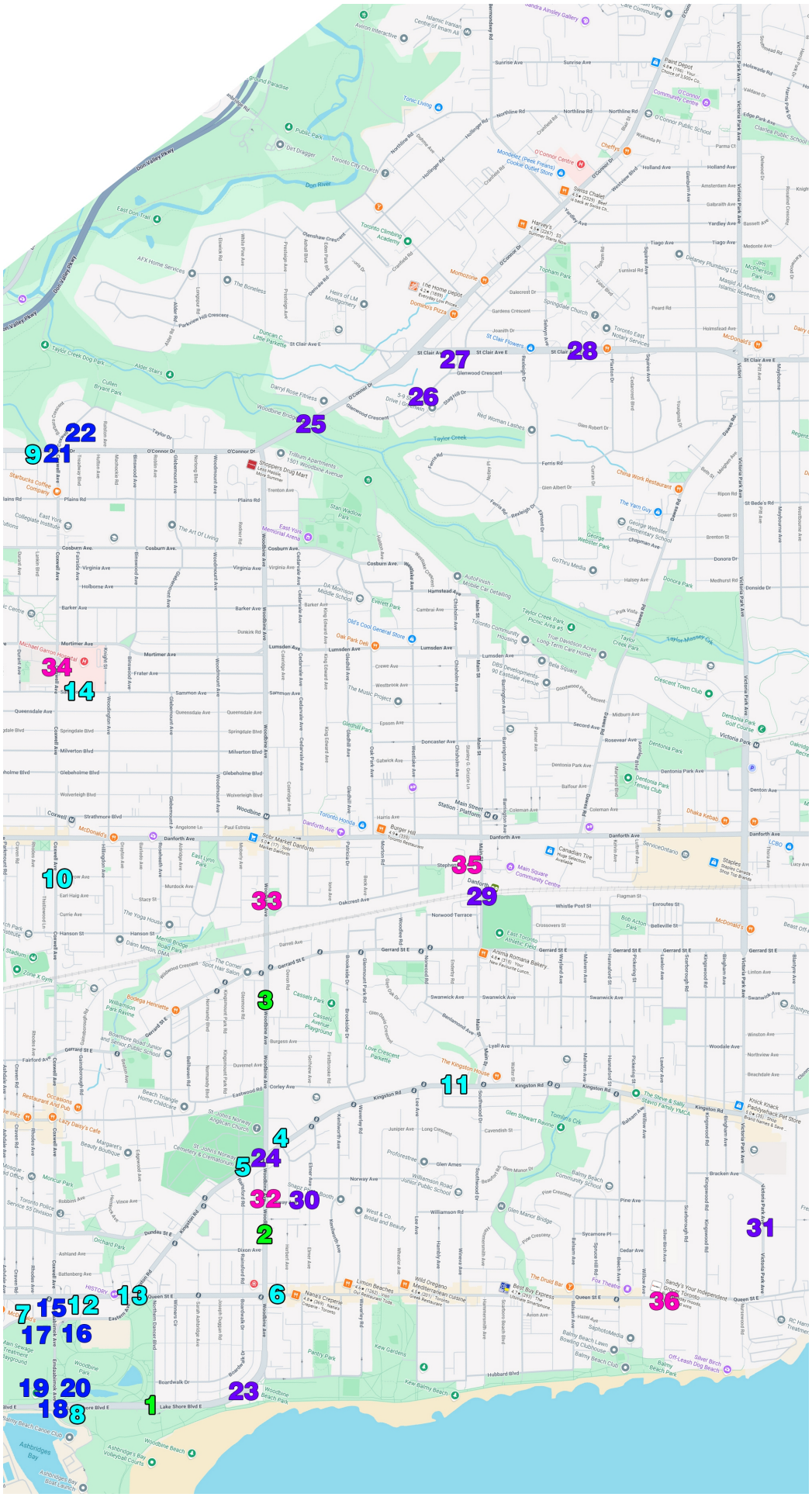
23. Complete the Woodbine bike lane down to Lake Shore Blvd E and Emdaabiimok Ave
    A) Reconfigure Woodbine Ave from Queen St E to Kingston Rd
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    C) Reconfigure Woodbine Ave to Lake Shore Blvd E
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Introduction:

My name is Adam Smith and I lived for one year on Bellefair Ave north of Queen St E, four years on Kingston Rd and Beech Ave, and since Nov 2012 on Woodbine Ave between Queen St E and Kingston Rd. I lived through all Woodbine Ave's incarnations and experienced every effect of the various changes. On a weekly basis I am a pedestrian, cyclist, car driver, and transit rider across our ward.

Since 2010 I led the Ward 19 Transportation Committee (formerly the Ward 32 Transportation Committee, and briefly the Ward 37 Transportation Committee), where I studied transportation issues, did traffic and transit studies and wrote reports, learned from city staff how transportation services makes its decisions and plans our streets, and lobbied (sometimes successfully) for changes to improve safety, awareness, and efficiency of our transportation systems. You can see my work here on my website.

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.

Complete Streets and current planning:

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 very candid but 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.

When it comes to Complete Streets the old adage holds true: jack of all trades, master of none. When we try to make every street cater to every type of transportation it ends up not working well for all of them. Not every major avenue should have a bike lane, some streets need to specialize.

The best way to build the network is to start with the things that are unchangeable and necessary, and those are the heavy truck routes. There are certain avenues in the city designated as heavy truck routes so that larger trucks (semis and tractor trailers and such) have a path on larger streets and aren't dangerously moving or making loud noises along any street they please. These are the streets that by and large are not appropriate for bike lanes because, as many cyclist deaths in Toronto can attest, bicycles and heavy trucks do not mix. Ditto for narrow streets with streetcar tracks. College St downtown is wide enough to hold bike lanes, parking, and a streetcar track, but that does not apply to

Gerrard St E or Queen St E where bike lanes will never be appropriate and would completely eliminate parking.

Once the heavy truck routes and narrow streetcar routes are designated as not for bike lanes, from what is left the cycling network emerges. Then it's just a matter of connecting the dots between cycling routes, major destinations, and transit hubs. We desperately need a complete cycling network, but not if it breaks the other underlying transportation networks of heavy trucks and transit.

There are many people who will fight against a complete cycling or even transit network because they believe it will worsen congestion on the roads, not realizing the irony that it is cars congesting the roads, not bikes or transit. A polluting carbon-emitting two-tonne car to transport a single person is the least efficient way to do it. But we can't expect people to give up their cars when transit is lousy and our bike "network" is in pieces.

Regarding a complete bike network, some people will ignorantly claim things like, "this isn't downtown, we don't have the volume," or "this is Canada. Winter!", none of which hold up to scrutiny. Firstly, living on Woodbine I can attest that every single year since the bike lanes went in bike traffic increases. But how can we expect it to increase even more when we don't have a safe and intuitive network for people to cycle? I know many people that would love to cycle, but simply don't feel safe doing so.

As for winter, it's been getting milder and milder as climate change increases, opening up more days for easy winter riding. I've been winter cycling in this city for over 20 years. Last year there was only a handful of days where the streets weren't clear enough to ride. On top of that, the city is plowing bike lanes, making it even easier to ride in the winter. As long as the streets are clear of snow and ice, winter riding is no different than any other time of the year.

The Woodbine Problem:

Despite having its width cut in half by the bike lane, due to Woodbine's legacy of being the primary north-south artery between Lake Shore Blvd E and O'Connor Dr, and because traffic lights and their timing caters to traffic using Woodbine, and because there are no viable alternates, it is still used as a primary route for all manner of transportation.

The city's solution of removing parking on Woodbine Ave between Corley Ave and Gerrard St E during rush hour did not relieve anything, not the side street cuts nor the congestion. There were numerous issues with this proposal that I outlined in an article in the Beach Metro, in particular how it makes things less safe, and ironically city staff themselves did not support the recommendation. We need a solution that relieves Woodbine entirely by providing smoother alternate channels for transportation to flow through, unimpeded by Woodbine's various limitations.

We also need to unify and make consistent the piecemeal patchwork of varying designs of bike infrastructure across Woodbine Ave and the city. Right now our bike lanes are a dog's breakfast that is confusing to cyclists, drivers, and transit operators.

The Woodbine Solution:

I wrote an article in the Beach Metro about why Woodbine Ave was the only logical choice for a north-south bike lane in Ward 19. Adding the bike lanes to Woodbine Ave 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 bike lane 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 Ave as their preferred route. The streets best suited to create this channel are Coxwell Ave and Kingston Rd. With relatively simple changes to the light timing, intersection configuration, 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 or the Don Valley Parkway, all while avoiding the difficulties of Woodbine Ave.

Utilizing Coxwell/Emdaabiimok Ave and Kingston Rd:

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 Ave, 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 Ave, to turn on Emdaabiimok Ave, to continue onto Lake Shore Blvd E 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 six lanes when it merges with Danforth Ave 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 Dr to Victoria Park Ave), 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 "Illegal Trucks on Woodbine and Prioritizing Highway 2". 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 E to Victoria Park Ave were restricted from 3-7pm? Would we see such improvement that perhaps the restriction could be lowered to 3:30-6:30?

Coxwell Ave is ideal to replace Woodbine Ave as a north-south thoroughfare for many reasons. It is the ONLY other street in all of East Toronto that fully connects between Lake Shore Blvd E and O'Connor Dr, and since the Woodbine bike lane went in, is the ONLY street in all of East Toronto other than Broadview Ave that is 4 lanes wide from top to bottom (excepting the brief and wider-than-one-

lane pinch at the railroad track underpass).

Due to the streetcar tracks, and the nearby bike lanes on Woodbine Ave and and Greenwood Ave, Coxwell Ave traffic will never have to compete with a bike lane, it would never be appropriate to put one there. Residents on Coxwell Ave also have advantages that residents on Woodbine Ave don't, like the fact many more homes on Coxwell Ave have driveways compared to homes on Woodbine Ave. If we're making a full comparison, Coxwell Ave also has less residential fronting onto it than Woodbine Ave does, making it less impacted by rush hour traffic.

Bike lanes and right turn lanes

I do not support putting bike lanes on the right side of right turn lanes. What is most bizarre about this practice is that the Canadian Cycling Association's CAN-BIKE course, considered the official certified cycling course of the nation and offered by the city, specifically teaches cyclists NEVER to go straight through on the right side of a right-turning car. You either wait behind the car or pass on the left. I have to wonder if the staff designing our bike lanes have ever taken the course?

There are a few dangerous problems with putting the bike lane to the right of a right turn lane. It's an automatic conflict zone (drivers must be extra aware of cyclists coming into their blind spot), and if they have started to angle their car toward the turn, they can't use their rear view mirror and must fully turn around in the car to spot any bikes, taking their attention away from what's in front of them for an extended period.

This has been an ongoing problem on Danforth Ave, where it actually caused a couple accidents with e-bikes because parked cars were blocking the sight lines of the right-turning driver. The driver would start to turn, and then the e-bike would come out from behind the parked car and hit the side of the right-turning car.

This configuration also prioritizes the cyclist over the car driver. No one is more important than anyone else, no one's time is inherently more important than anyone else based on their mode of transportation.

It also causes undue congestion and emissions. On many streets, because the bike lane takes up most of the right lane, there isn't room for a right turn lane and a through lane. So one person turning right can hold up a whole line of cars while they struggle to figure out if it's safe to turn, like northbound on Woodbine Ave at Danforth Ave.

The solution is illustrated in section 23 A. Where there is width (like at Woodbine Ave and Kingston Rd) the bike lanes can shift to the left of the right turn lane, and where there is not enough width, the right turn lane needs to turn into a shared lane with the bike lane. The key is lead-in time, the view of the bike lane needs to be unobstructed by parked cars leading into the shared lane, so that cars can easily see if there is a cyclist there before they merge, and cyclists can easily see there is a car about to merge. In places like Danforth Ave this will result in a loss of parking at every right turn lane, but that's a small price to pay for better visibility and a safer configuration.

Bike Share Toronto

Bike Share has been a very successful program, and due to its convenience and integration with transit its ridership grows every year. But there are still some major gaps in our ward, in particular neither Main Station nor Victoria Park Station has a Bike Share.

Also, they need to be placed intuitively for travellers, in particular tourists who've never been here. For example, at Woodbine Station they didn't put the Bike Share at the main entrance, but rather across the street at the alternate entrance with no signage on the subway to guide travellers wanting to rent a bike. Someone exiting the subway at the main entrance would find they need to cross Woodbine Ave to get to the bikes, and that would involve having to walk down to Danforth Ave to cross at a crosswalk. Bike Share needs to be as convenient and painless as possible to encourage more bike riding.

3-Way Intersections

Ward 19 does not have a downtown level of pedestrian traffic, there is not a single 3-way intersection that requires two crosswalks perpendicular to the continuous road. For example, as outlined in my report "Mitigating the Impacts of Transportation Infrastructure", the intersection of Norway Ave and Woodbine Ave did not need the south side crosswalk. An example of what I'm talking about is Secord Ave and Dawes Rd, to facilitate left-turning traffic there is no crosswalk on the north side.

Eliminating the crosswalk that the perpendicular intersecting road would turn left through removes a conflict zone with pedestrians and left turning cars, and ensures left-turning cars don't have to wait and possibly lose the chance to turn and sit around idling until the light changes again. In some cases (like Wineva Ave and Queen St E) the solution is to remove the west side crosswalk to not interfere with the 64 bus turning west onto Queen St E. Small changes like these, when applied to hundreds of intersections across the city, add up to less time in the car and less emissions in the air.

Crosswalks

There are a few areas in desperate need of crosswalks, in particular Merrill Ave E and Woodbine Ave. There is an aged care home there, and no way to safely get to the northbound bus stop. More than a few times I've watched elderly pedestrians amble their way across this dangerous stretch of road to catch the northbound 92 bus. Another place is Coxwell Ave halfway between Sammon Ave and Mortimer Ave as people cross from the parking lot and medical centre on the west side to the hospital on the east side all the time.

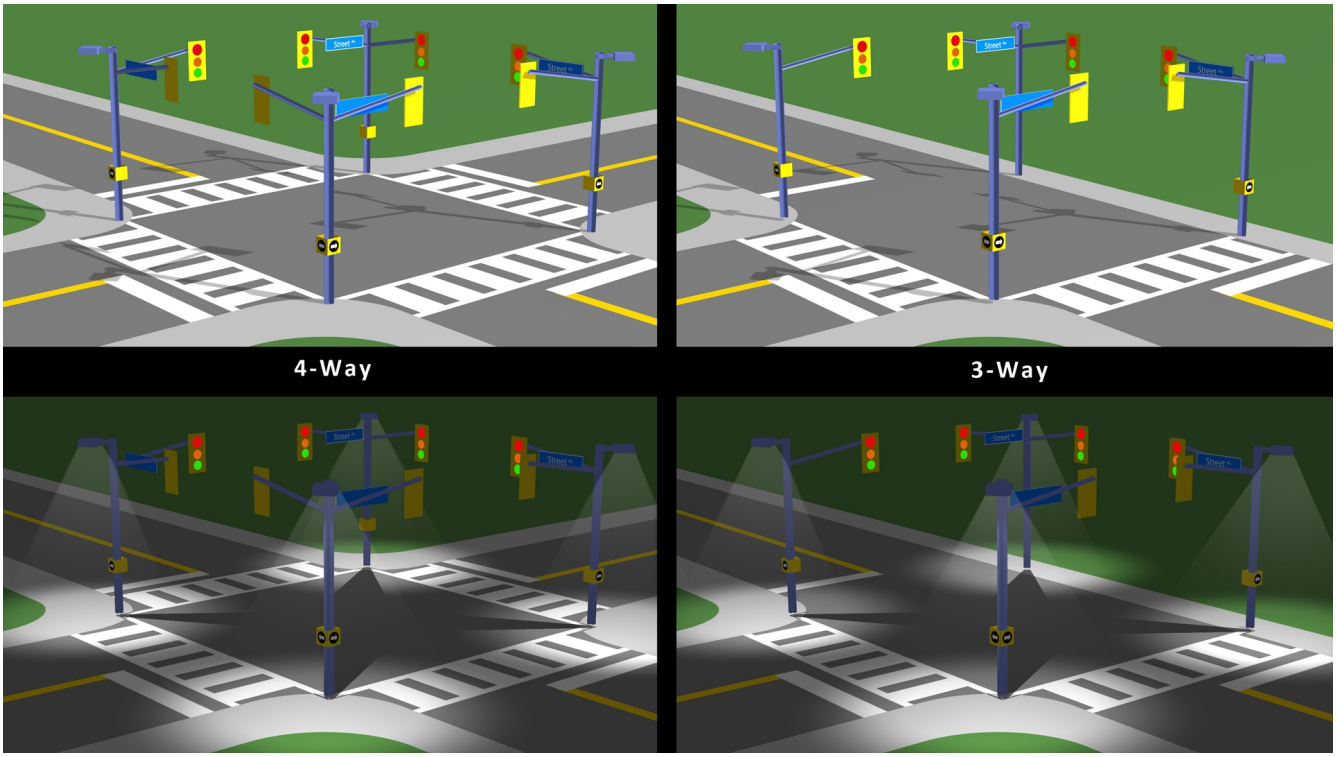
Redesigning intersections

As I outlined in my report "Mitigating the Impacts of Transportation Infrastructure" we suffer from serious "pole pollution" in this city, with 4-way intersections getting a minimum of 8 new poles, and frustratingly often directly beside perfectly serviceable Hydro poles. It's yet another by-product of cookie-cutter solutions by staff just going unquestioningly with the standard.

Not only can we cut down on the sheer number of ugly grey poles clogging up our intersections, we

can simultaneously make the intersections safer for pedestrians and easier to navigate for people with accessibility issues. It is mind boggling to me that the city would design these poles in a way that someone visually impaired who needs to cross two directions has no idea where the second pole with the other crosswalk button is because they are placed differently at every intersection and there is no clear path between them.

By putting a single pole right on each corner (with a protective barrier in case of car accidents), we eliminate the ability of cars to hop the curb, it will slow cars down to be cautious not to scrape their door while turning, and it puts the crosswalk buttons in one space and intuitively angled to correspond to the direction someone with accessibility issues will have to travel.



The other factor is the city's redesign of street corners to jut out more and have a more acute angle to slow cars down and reduce the chance of them cutting over the sidewalk. While my above solution prevents that possibility and removes the necessity of making the turns harder to make, the issue is where the city has prioritized re-configuring street corners.

Instead of focusing on major avenues, where the real problem lies, the city has been wasting money on changing tiny little side streets that were never the problem. A good example of this is the northwest corner of Norway Ave and Elmer Ave, where the city made a massive bumpout for a tiny intersection that was never an issue.

All this intersection really needed was proper paint on the road to delineate a crosswalk and adding the studded edge for the visually impaired, but the city went way beyond what's necessary and made bumpouts on both west corners (the south west corner never needed it because Norway Ave is one-way westbound from there and there was never an issue of cars cutting turns, it's physically impossible) and then made both a north side and south side crosswalk, for a tiny side 3-way side street intersection that only needed one east-west crosswalk.

Parking and parking restrictions, parking meters, parking permits, bike parking, and temporary dedicated delivery parking

If there's one thing I learned from my time on the Beach BIA it's that parking is important, primarily for our small storefront businesses, whether it's locals stopping in or visitors coming to spend money.

As outlined throughout this report, Ward 19 is strewn with an inconsistent patchwork of parking restrictions. At times these parking restrictions impede the flow of traffic (like the inconsistent restrictions along Coxwell Ave), at other times they are simply unnecessary (like on Kingston Rd in the opposite direction of rush hour or southbound Victoria Park Ave south of Gerrard St E).

My plan is to unify and make logical all parking restrictions in the ward, and roll back some of the newer restrictions if they have not proven to improve traffic and/or transit flow (like on Queen St E).

I would also add more parking meters on major avenues, like on Emdaabiimok Ave and Eastern Ave west of Emdaabiimok Ave. The majority of parked cars on these streets are people who do not live here and are going to the beach or parks, so it's only fair their extra traffic shares the cost of incorporating so much parking. We also need to unify parking rates so we're not unfairly paying more than other areas. There is also space on streets like Queen St E to eke out a few more metered spots.

Any local can tell you how strained parking on our side streets is, and how difficult it can be when you come home from work but visitors have taken up all the street parking and you have to park a block or two away from your home. I have no issue with deeming our side streets permit-only all day, so only locals can park there. That said, I would also charge more for every street parking permit a housing unit has above 1.

There is a serious dearth of bike parking in the ward. Queen St E is a prime example, there are many blocks where the only option is a sign pole, and some blocks have no bike rings or usable sign poles at all. Every time a bike ring needs to be removed it is not replaced. Additionally, there is never bike parking on side streets. Not everyone has a space to keep a bike on their property, and visitors who come by bike have to search for a sign pole to lock to. Where there is width we should find ways to incorporate bike parking on side streets.

On major avenues we should also consider temporary dedicated parking spots for delivery vehicles and Uber/cab stops. In this age of online ordering and car service apps, theses service vehicles often block lanes or park illegally to pick up or drop off. These spots would serve customers of Ubers and cabs as places to be picked up. These would be designated spots where from 8am-7pm a service vehicle can park there for free for 15 mins at a time. They could be spaced out every couple of blocks, staggering one side of the street and on the next block the other side.

Cafe TO

Cafe TO has been a boon to patios since lockdowns. However, they aren't appropriate everywhere. I would remove Cafe TO from Kingston Rd where it takes up driving lanes, it's too busy and a heavy truck route, and as of 2026 there are only 3 participants affecting the road.

And when Cafe TO is in effect on Queen St E, I would remove rush hour parking restrictions as they no longer make sense for moving traffic when the parking lane is occupied by a patio, essentially making rush hour parking restrictions on Queen St E seasonal.

Faster 501 service

Taking the 501 downtown can be a slog, it takes a long time. One idea is to run the 501 like the subway, only stopping at major avenues, and if necessary running buses for local stops. To facilitate this, there would be stricter and longer rush hour parking restrictions and more limits on left turns.

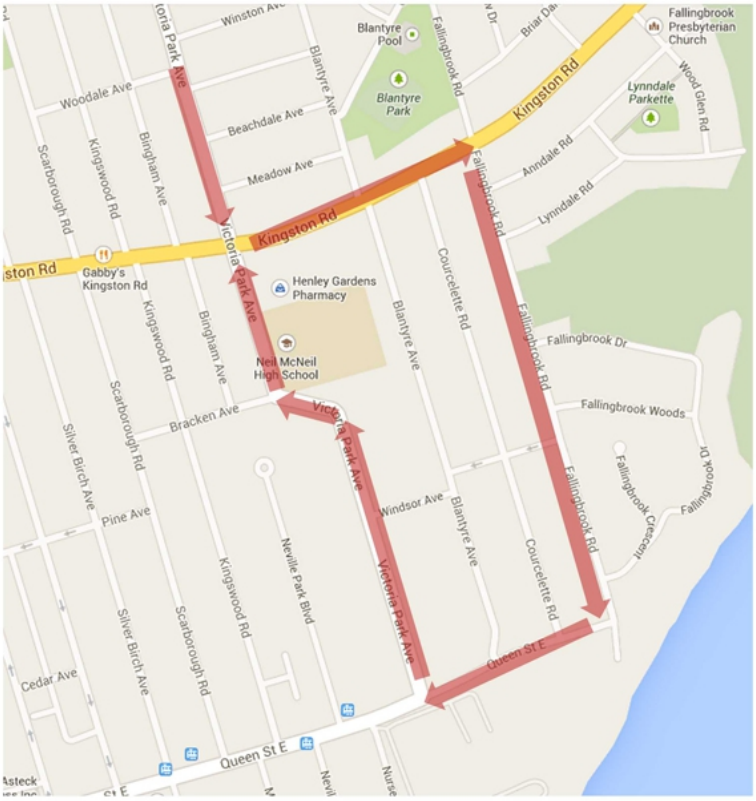
Rush-hour only Victoria Park Ave bus to Queen St E

Neville Park Blvd to Victoria Park Ave is actually a "transit desert" as there are quite a few apartment buildings there, but only one transit option—the 501.

If someone who lives at Neville Park needs to go north or east on transit, they must first go west on the 501 to then cut north on the 64. An idea I floated to the city years ago is a rush hour-only Victoria Park bus to connect with the 501 at Queen.

Adding a rush hour bus to Victoria Park that reaches Queen

-there are alot of higher density apartment buildings along Queen east of Neville Park, area is underserviced.
- people have to suffer the 501 or walk up a very steep hill to reach Kingston Rd. to take an alternative
- faster access to a subway than connecting with the 501 to a bus farther west



Phase 1: Fixing Woodbine Ave

1. Reduce Lake Shore Blvd E from Emdaabiimok Ave to Woodbine Ave to 40km/hr

One of my previous recommendations to reduce Woodbine Ave to 40km/hr was adopted (which actually made the bike lane legal as it was not a protected cycle track as required on a 50km/hr road), and this might have redirected drivers following GPS to choose Coxwell Ave over Woodbine Ave, except Lake Shore Blvd E from Emdaabiimok Ave to Woodbine Ave is still 60km/hr. Which means drivers and their GPS will still choose Woodbine Ave despite it being inefficient.

Reducing the speed limit on this stretch of road will redirect traffic north on Coxwell Ave and east on Kingston Rd instead of coming north on Woodbine Ave and either crawling up to O'Connor Dr or lining up halfway down the block to turn east on Kingston Rd (I see this outside my house daily during evening rush hour).

2. Fix the confusing and dangerous inconsistencies of the design and signage of the Woodbine Ave bike lane

I have written extensively about the various problems with the design of the Woodbine bike lane. 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 Ave and Eastwood Rd because of drivers turning right from the driving lane and not the curb lane and the sight line issues that creates with northbound drivers turning left. As mentioned, I do not support putting bike lanes on the right side of right turn lanes.

3. Change the parking on Woodbine Ave between Kingston Rd 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, but residents there may prefer parking on the northbound side as that's where the homes are)

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), and it will protect the more vulnerable and dangerous southbound bike lane where there have already been three recent cycling accidents.

Phase 2: Prioritizing Coxwell/Emdaabiimok 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 and remove the most dangerous turn in the ward due to the odd angle of the intersection.

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 E to southbound Woodbine Ave to hold up streetcars when there is a dedicated left turn lane at Queen St E and Kingston Rd that will get those cars to Lake Shore Blvd E all the same.

7. Extend left turn advance to trigger all day (7am-7pm) from westbound Eastern Ave to southbound Emdaabiimok Ave
8. Extend left turn advance to trigger all day (7am-7pm) from eastbound Lake Shore Blvd E to northbound Emdaabiimok 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 Emdaabiimok 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 Ave 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 503 and only run the Coxwell 22 bus, altering the route to use Kishigo Way

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 503 during morning rush hour is. If things get jammed up downtown, who knows when a bus may come. The opposite is true as well, getting off the 501 at Queen St E and Kingston Rd during evening rush hour can be a wait until that 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.

Sticking with the 22 Coxwell bus completely avoids the complications of the long route of the 503. 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 map previous page) 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 E and walk down to Queen St E to then cross Kingston Rd to the northeast corner where the 501 stop is, 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.

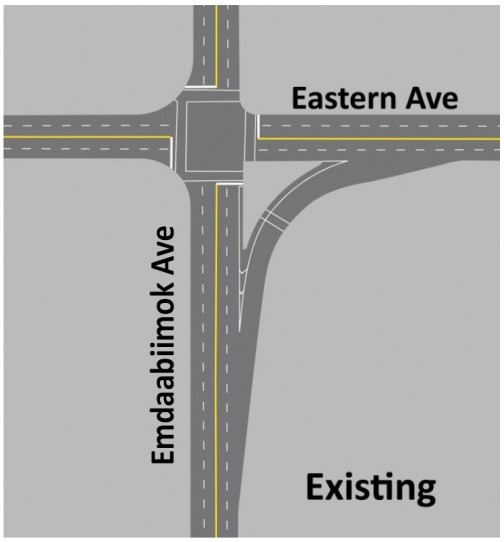
14. Move the taxi stand in front of Michael Garron Hospital to either Sammon Ave or Mortimer Ave

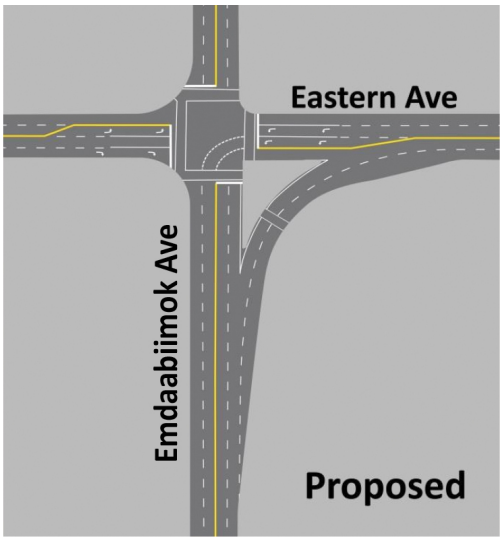
This is necessary to open up the full width of Coxwell Ave, otherwise it creates a bottleneck at the hospital. It probably makes the most sense to move it to Sammon Ave considering it's easier for a cab to turn from there to go to the main entrance of the hospital, and due to the transit on Mortimer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

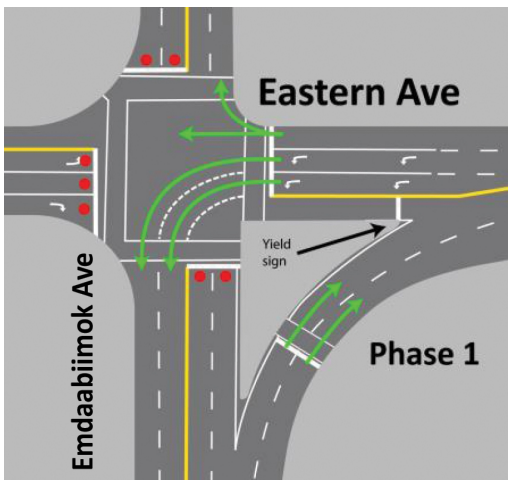
Phase 3: Reinforcing Coxwell/Emdaabiimok Ave and Kingston Rd

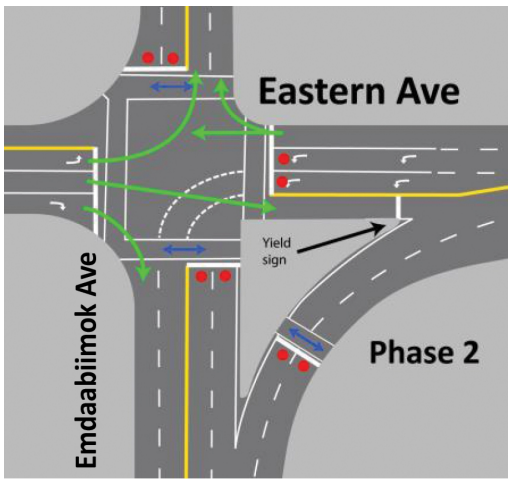
15. Reconfigure Eastern Ave and Emdaabiimok Ave

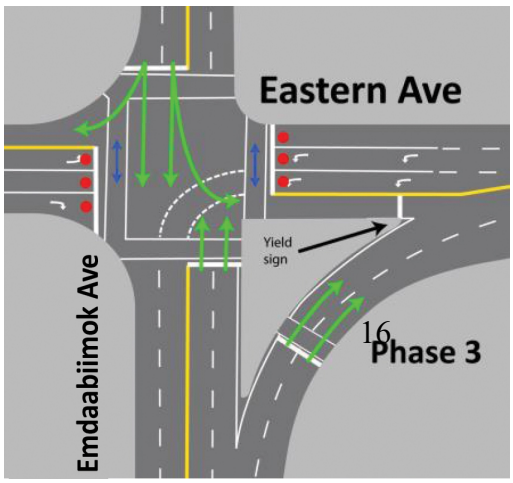
Changing these lanes will facilitate the volume of traffic to be moved along this route. The best part is the right turn lane from northbound Emdaabiimok Ave to eastbound Eastern Ave is already wide enough for two lanes of cars. Below are the potential traffic light phases for the intersection.











16. Add a right turn signal and signalled crosswalk at the southeast corner of Eastern Ave and Emdaabiimok 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 funnelling traffic from the Lake Shore Blvd E onto Eastern Ave and ensure pedestrians safely have their turn.

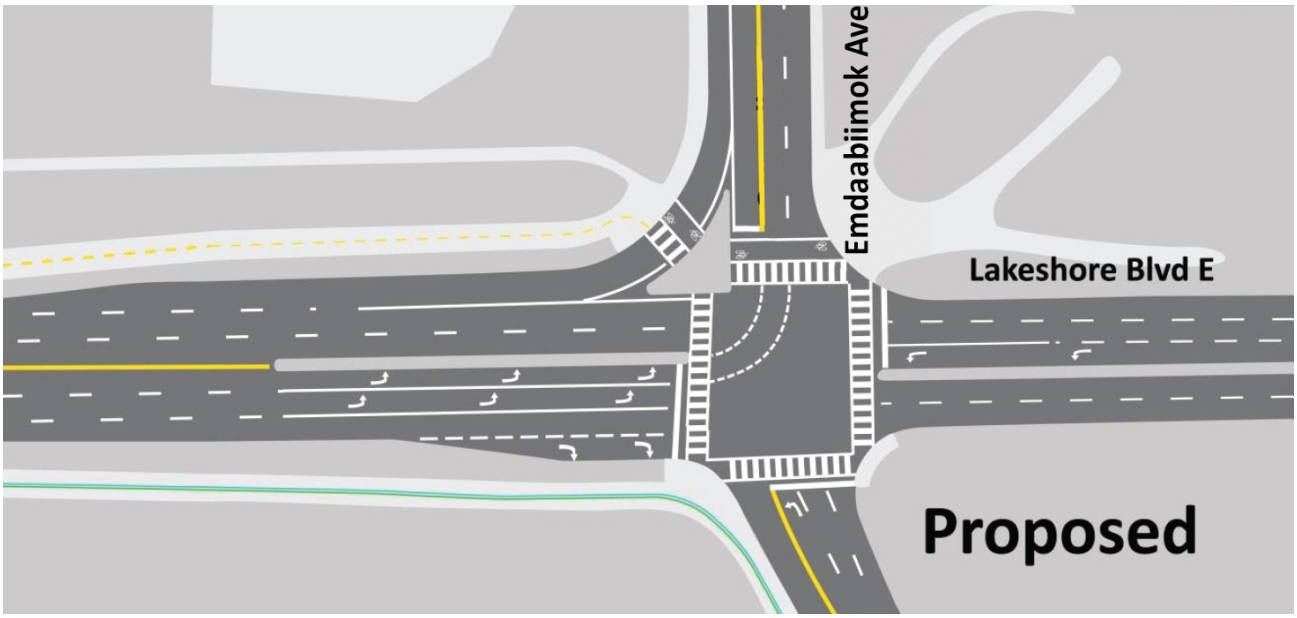
17. Make the left turn advance from westbound Eastern Ave to southbound Emdaabiimok Ave a left turn signal

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 Lake Shore Blvd E and Emdaabiimok Ave

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





19. Add a right turn signal and signalled crosswalk at the northwest corner of Lake Shore Blvd E and Emdaabiimok Ave

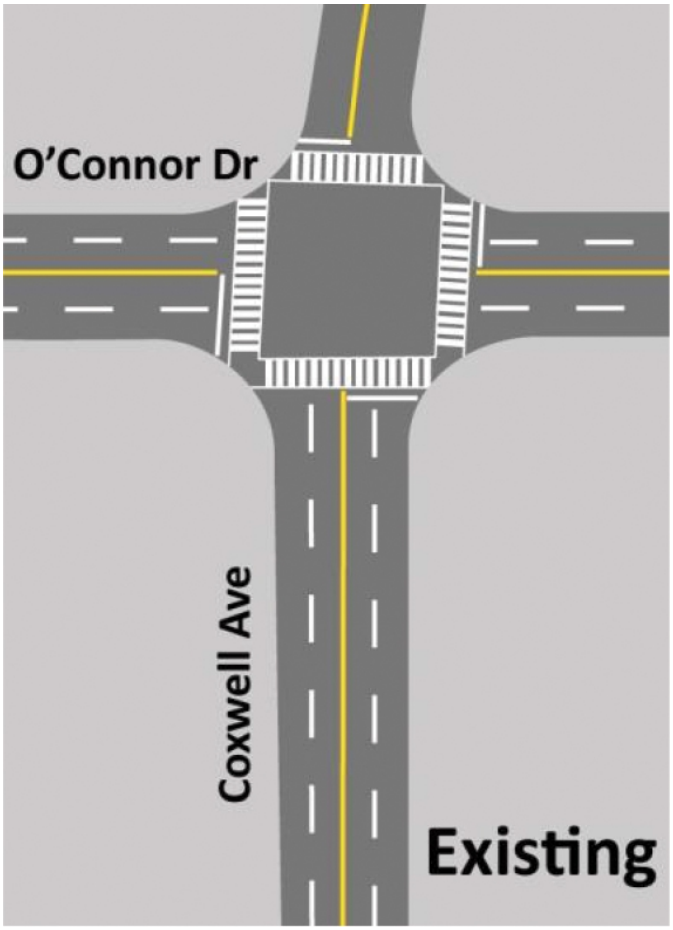
This will increase pedestrian safety and ensure more efficient traffic flow. The less a driver has to think and look around to make decisions the safer the road. Adding these lights will help with funnelling traffic from Emdaabiimok Ave onto Lake Shore Blvd E and ensure pedestrians and cyclists safely have their turn.

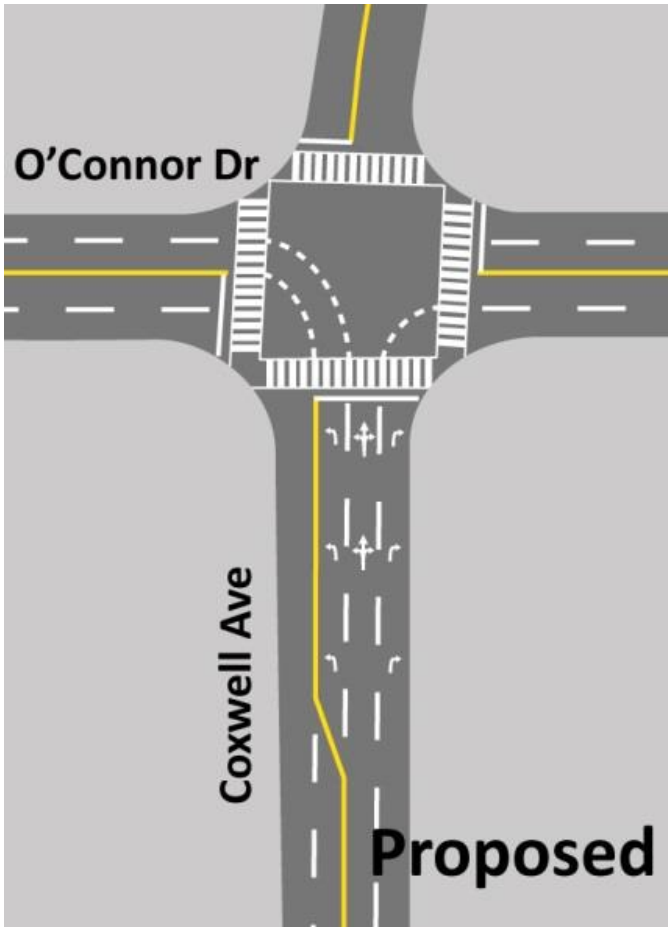
20. Make the left turn advance from eastbound Lake Shore Blvd E to northbound Emdaabiimok Ave a left turn signal

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 Ave north of O'Connor Dr 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.



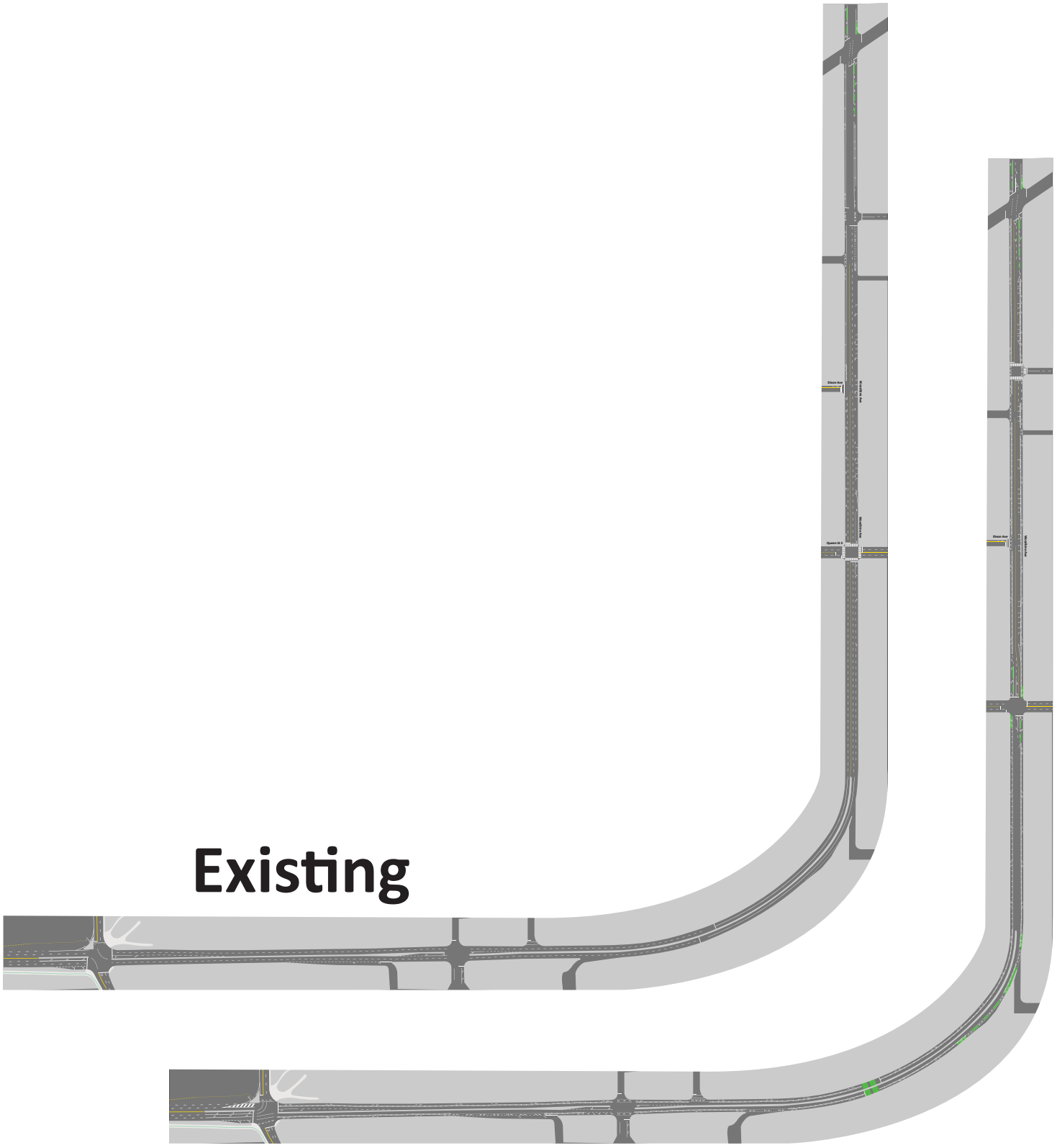


22. Add a right turn advance signal from northbound Coxwell Ave to eastbound O'Connor Dr

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

Phase 4: Completing the cycling network

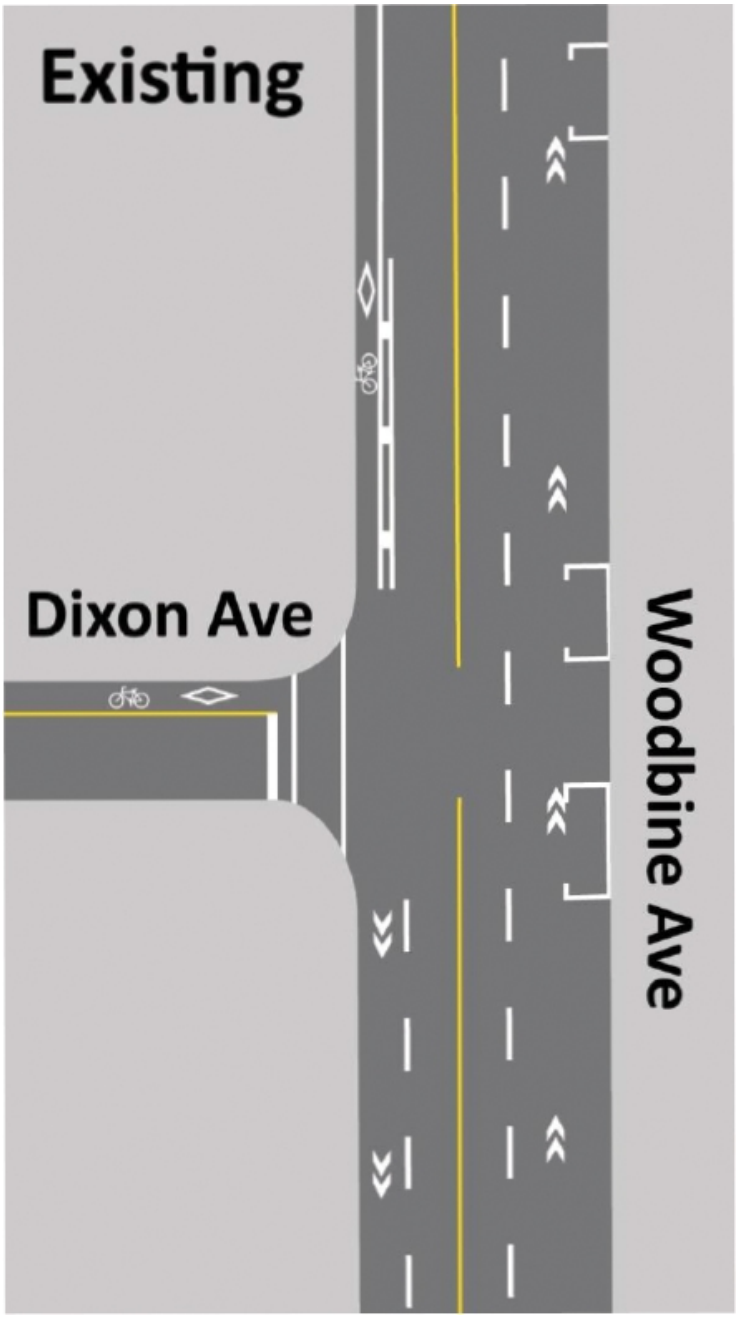
Completing the Woodbine bike lanes

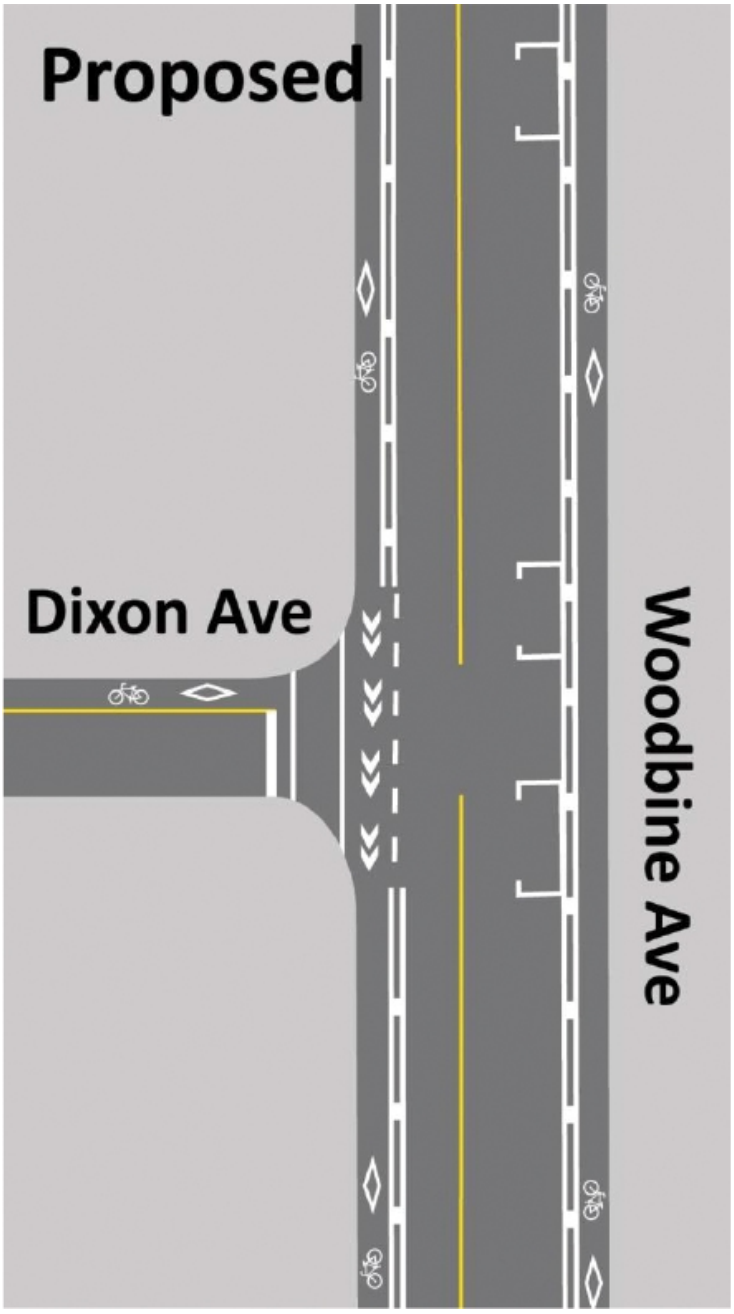


23. Complete the Woodbine bike lanes down to Lake Shore Blvd E and Emdaabiimok Ave

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

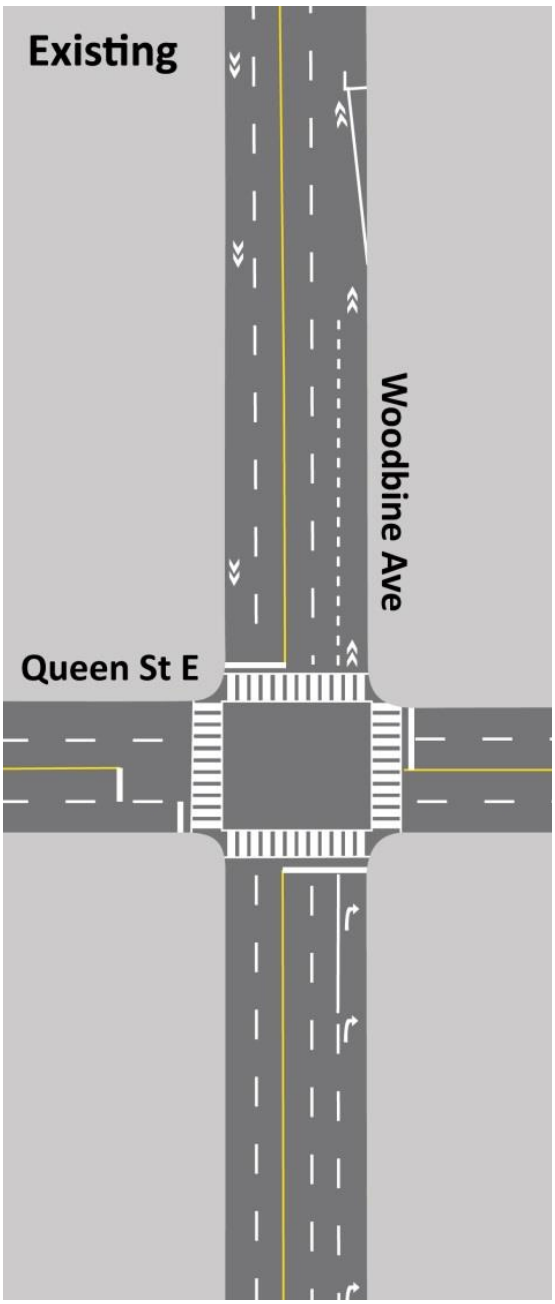
A) Reconfigure Woodbine Ave from Queen St E to Kingston Rd

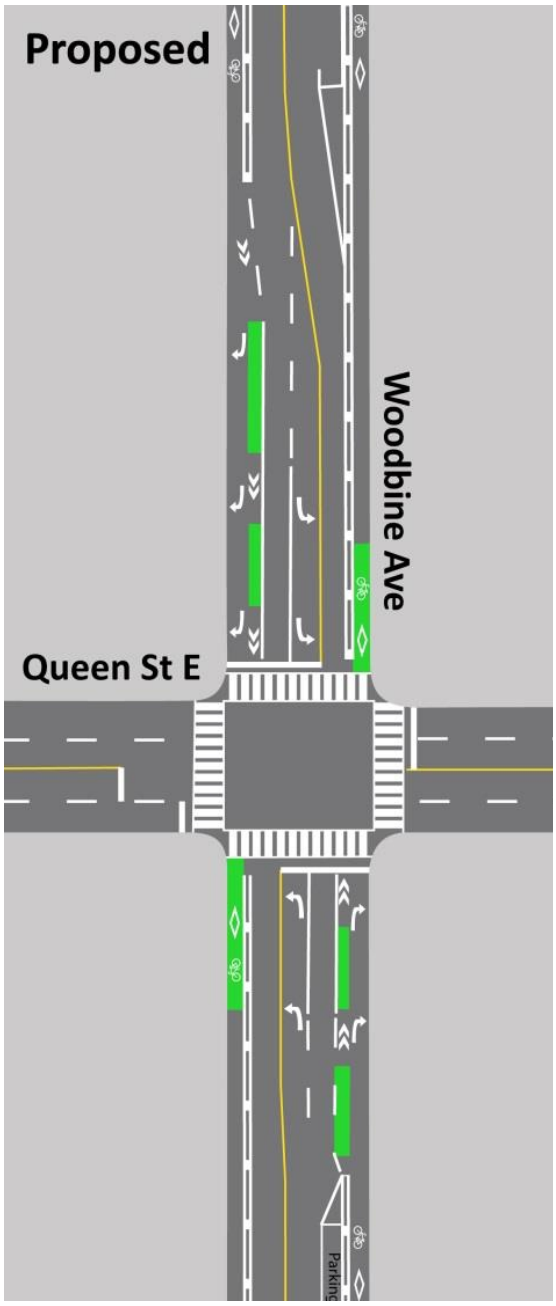




B) Reconfigure the Queen St E and Woodbine Ave intersection

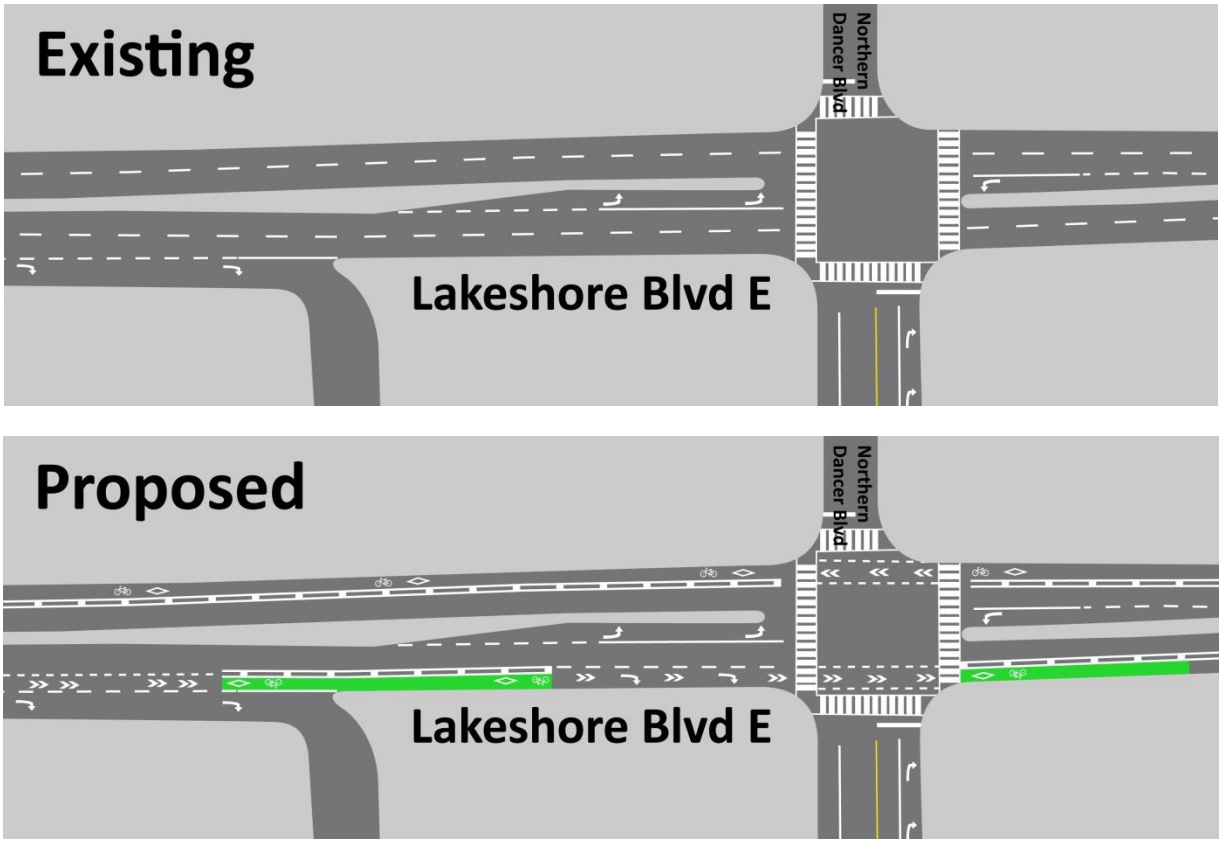
This design takes its configuration from Kingston Rd, putting the through lane for bicycles to the left side of the right turn lane. And just like the Kingston Rd configuration, with dedicated south and north left turn lanes you can get rid of left turn restrictions.





C) Reconfigure Woodbine Ave to Lake Shore 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 (pg 19).



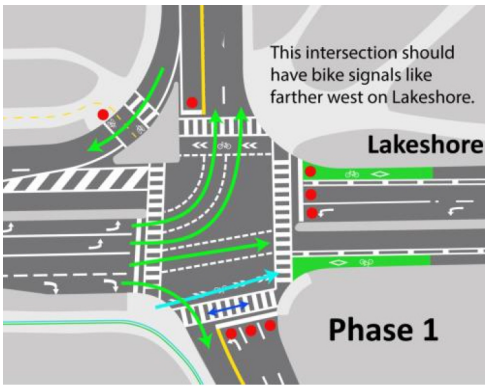
D) Reconfigure Lake Shore Blvd E to Emdaabiimok Ave

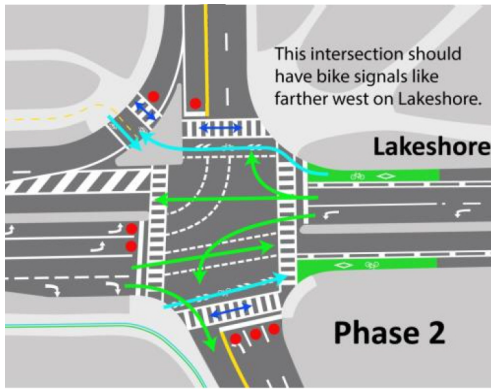
To connect to and integrate with the Martin Goodman Trail and the Lake Shore Blvd E paths, the logical end of the Woodbine bike lane is at Emdaabiimok Ave and Lake Shore Blvd E. Westbound cyclists can take the north side path (there is a sidewalk and bike path parallel to each other on the north side) and eastbound commuting cyclists can leave the Martin Goodman Trail on the south side and continue east on Lake Shore Blvd E, instead of being forced to cut through the beach on the Martin Goodman Trail.

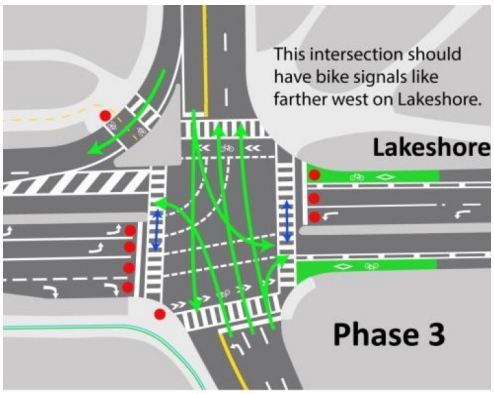
The MGT through the beach area is very busy, especially in the summer, has a speed limit of 20km/hr, and being a multi-use trail is not a dedicated bike path, so it is not really convenient nor safe nor appropriate as a cycling commuting route. Running the bike lane on Lake Shore Blvd E to seamlessly connect from Emdaabiimok Ave to continue up Woodbine Ave is the better choice. Next page are the potential traffic light phases.



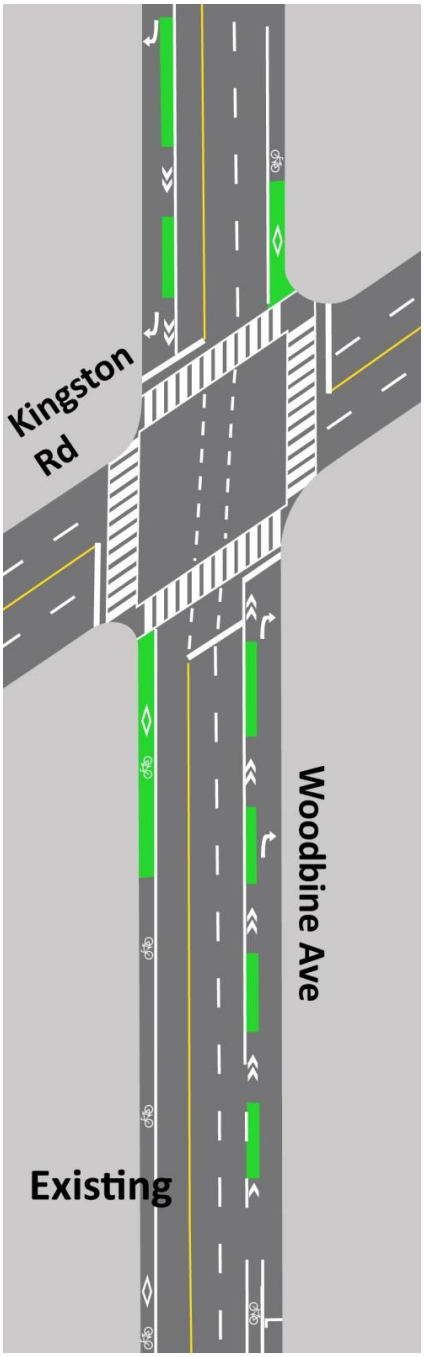


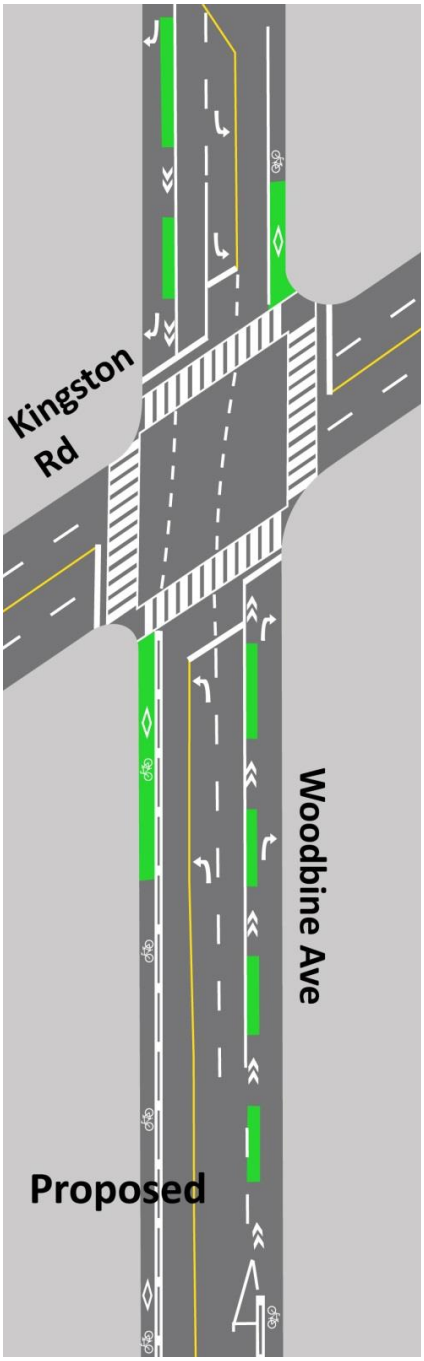






24. Reconfigure Woodbine Ave and Kingston Rd to a single lane north and southbound, creating left and right turns lanes on both north and southbound sides, create a southbound left turn signal, and bring back the street parking lost from 463-487 Woodbine Ave





This will be the final change to cement Woodbine's status as a safe cycling commuter route and not a vehicular thoroughfare.

With a dedicated southbound left turn lane traffic will no longer use Heyworth Cres as the bypass to go east on Kingston Rd. Residents of this street are inundated with cut-through traffic, and one extra solution is to block off the middle of the street where it meets the school, to completely eliminate the possibility of cut-through traffic.

With only one northbound lane on Woodbine, parking immediately north of Kingston Rd can be restored, and there will no longer be a race to the end of the two lanes zippering to one.

25. Put a bike lane on the O'Connor Dr bridge from Woodbine Ave to Glenwood Cres

This is the notorious bridge with the weird shoulder on the road that's not quite a bike lane. The road on the bridge doesn't have the width for proper bike lanes and 4 lanes of traffic. Except we do have the space, we just have to put the westbound bike lane on the north side of the bridge on the sidewalk and have pedestrians only use the south side of the bridge between Woodbine Ave and Glenwood Cres.

26. Put sharrows and a signed route on Glenwood Cres from O'Connor Dr to St Columba Pl to St Clair Ave E

East of Glenwood Cres there is no width on O'Connor Dr for bike lanes, and it's a dangerous narrow stretch with small sidewalks and leads to yet another dangerous and oddly angled intersection at O'Connor Dr and St Clair Ave E. This would bypass all of that for a safer cycling route.

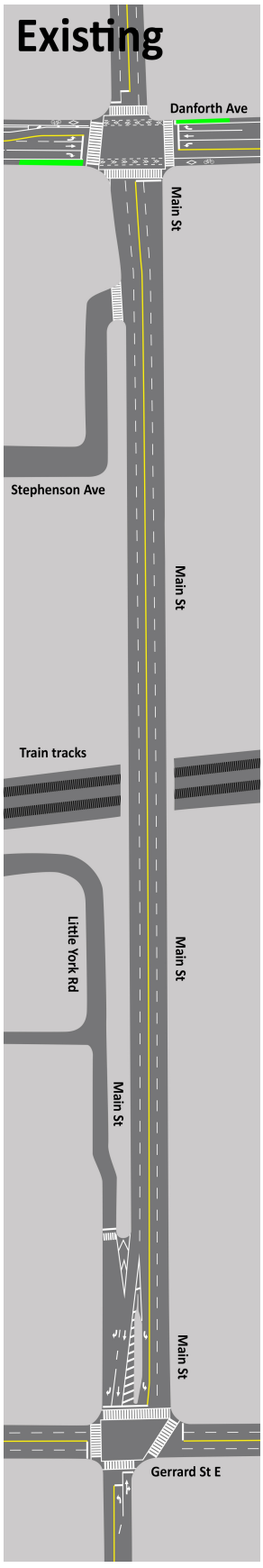
27. Add a traffic light crosswalk on St Clair Ave E between St Columba Pl and Westview Blvd

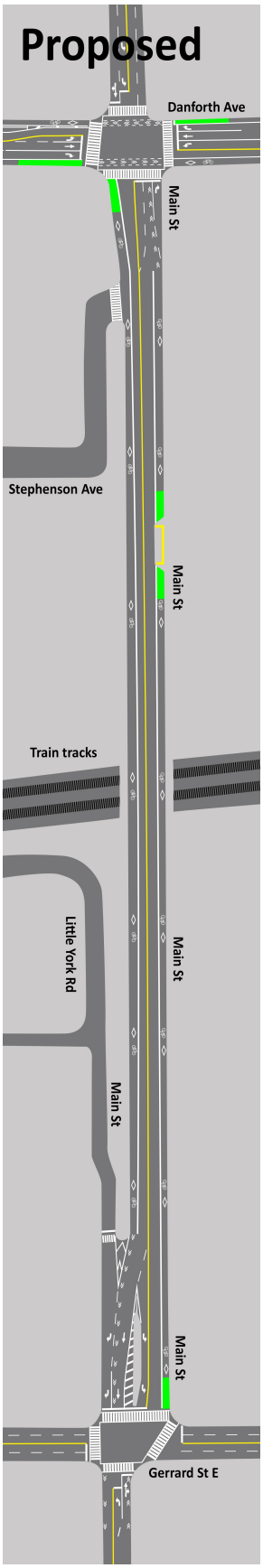
This could use a crosswalk anyhow as there are transit stops on both corners and no way to cross to get to them, but it also facilitates cyclists getting from westbound on St Clair to westbound on Glenwood Cres

28. Put a bike lane on St. Clair Ave E from St Columba Pl extending east



29. Put a bike lane on Main St from Gerrard St E to Main St and Danforth Ave, including a bumpout for a new TTC stop at the northbound east side entrance to the GO station





For a fully connected and integrated transportation network that provides a viable option to not use a car, subway stations and cycling routes need to connect. This stretch of Main St starts as only two lanes south of Gerrard St E, then expands to 4 lanes until just north of Danforth Ave where it goes back to two lanes. So it really doesn't need to be that wide for such a short stretch, the loss of volume is minimal.

The crucial element here is also better connecting to the GO Train. If someone is coming north on the 64 bus or 506 streetcar wanting to catch the GO, they have to either get off at Main St and Gerrard St E and walk up the hill of the bridge, or get off at Main Station and walk down. There is no direct stop right at the entrance which is just another example of transit being the inconvenient choice due to a lack of integration.

30. Add sharrows and a signed route along Victoria Park (except where bike lanes already exist)

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.

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

Living at Norway Ave and Woodbine Ave 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.

Phase 5: Pedestrian crosswalks

32. 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. This is a prime example of the cookie cutter solutions of the city that do not take into consideration the local impacts, with no attempt to mitigate them.

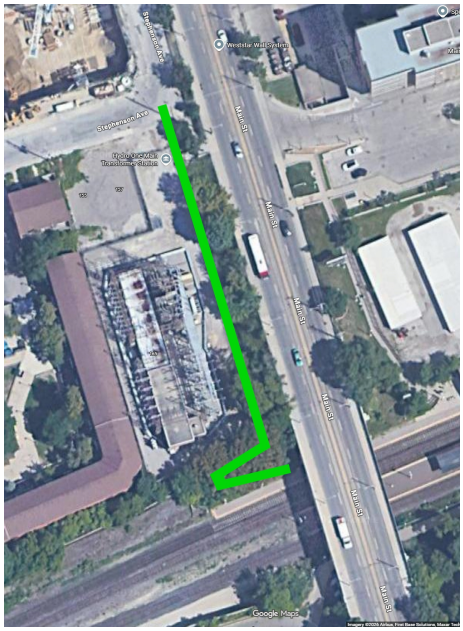
People needed a crosswalk; cars did not need a set of lights. The city put up an insane amount of poles, put traffic lights right in front of windows blocking the view out of people's homes, and created unnecessary idling as cars turning left off Norway Ave now have to wait at a long light that favours Woodbine Ave.

If all the other changes in this report happened, this intersection becomes more unnecessary than ever. We need to keep the north side 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.

33. Add a crosswalk to Merrill Ave E across Woodbine Ave

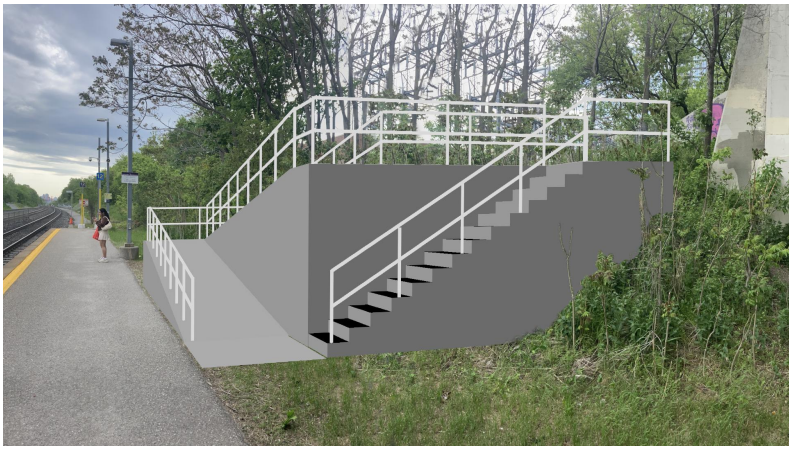
34. Add a crosswalk on Coxwell Ave halfway between Mortimer Ave and Sammon Ave

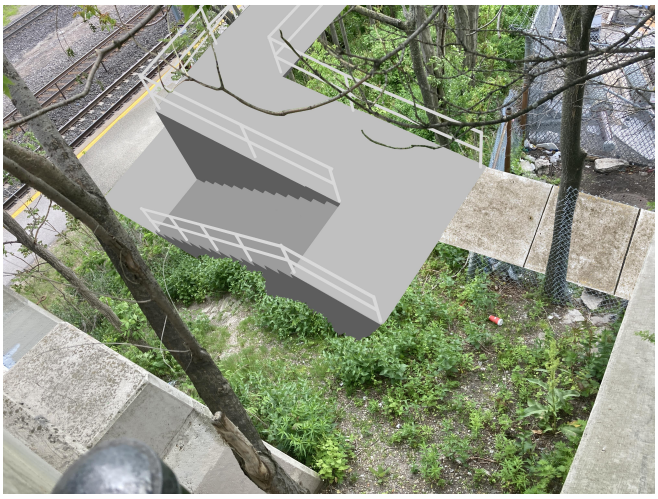
35. Add a pedestrian walkway from Stephenson Ave to the westbound GO platform

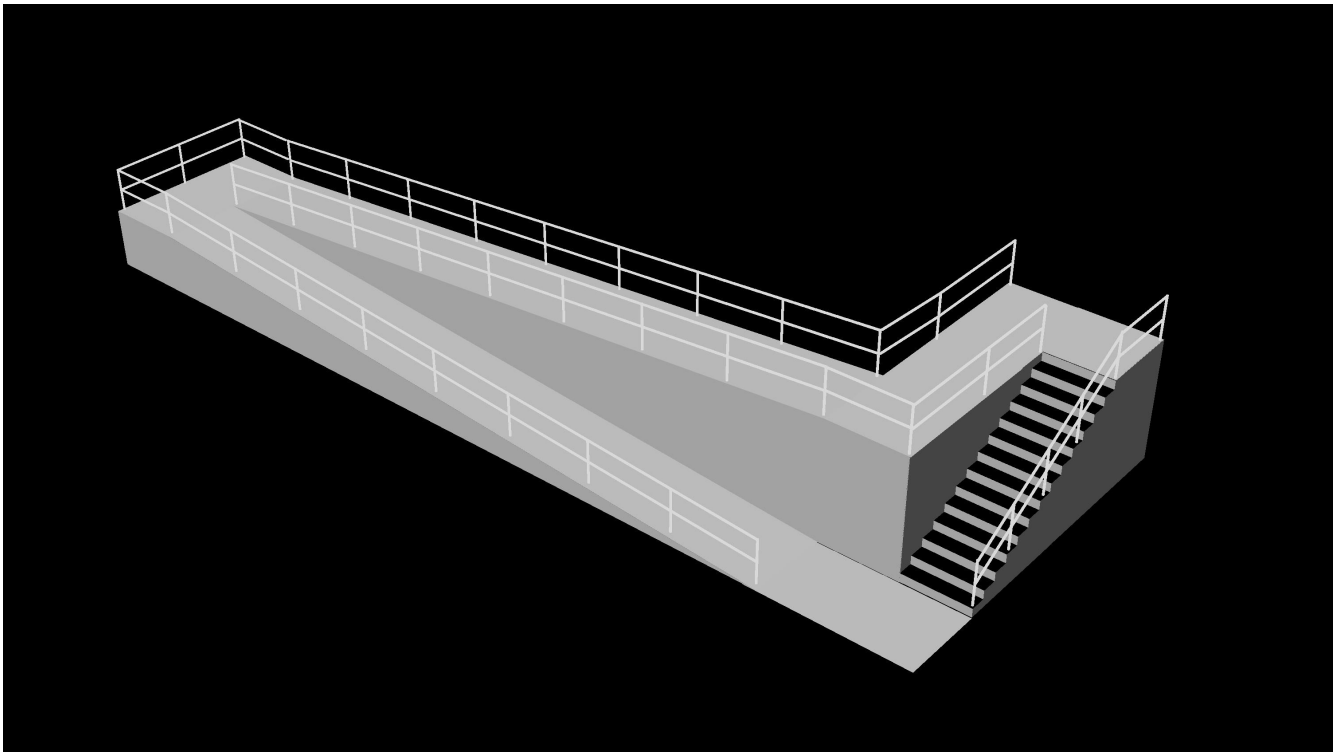




This idea is being advocated for by local resident Dan Balcaban. Currently anyone from Stephenson Ave who wants to take the GO train must walk up to Danforth Ave to cross Main St, just to walk down again to the GO, leading many to jaywalk across this busy and wide street. This way residents from west of Main St have an access to the GO not requiring them to cross Main St.







In designing this ramp I actually used the province's accessibility requirements.

36. Change Silver Birch Ave and Queen St E intersection to a lighted crosswalk and stop sign

Similar to Norway Ave and Woodbine Ave, the existing crosswalk needed reinforcing with a set of lights, but Silverbirch did not need lights controlling vehicle access to Queen St E. All this does is worsen emissions waiting for a light where a stop sign would suffice.

37. List of intersections to remove one crosswalk

a) Woodbine Ave and Norway Ave south side

b) Wineva Ave and Queen St E west side

c) Glen Manor Dr and Queen St E west side
d) Silver Birch Ave and Queen St E change intersection to traffic light crosswalk east side
e) Beech Ave and Kingston Rd west side
f) Elmer Ave and Kingston Rd west side
g) Dixon Ave and Kingston Rd south side
h) Woodbine Ave and Eastwood Rd south side
i) Bowmore Rd and Gerrard St E west side
j) Glenmount Park Rd and Gerrard St E west side
k) Malvern Ave and Gerrard St E west side
l) Dengate Rd and Gerrard St E east side
m) Victoria Park Ave and Musgrave St north side
n) Thyra Ave and Danforth Ave east side
o) Sibley Ave and Danforth Ave east side
p) Canadian Tire and Danforth Ave west side
q) Westlake Ave and Danforth Ave east side
r) Gledhill Ave and Danforth Ave west side
s) Glebemount Ave and Danforth Ave east side
t) Woodington Ave and Danforth Ave east side
u) Dawes Rd and Chapman Ave north side
v) Victoria Park Ave and Dawes Rd north side
w) Plaxton Dr and St Clair Ave E west side
x) Curity Ave and O'Connor Dr South side

There are also hundreds of side street intersections that need crosswalks painted on them, something I've been advocating for since 2018. The city spent hundreds of thousands of dollars upgrading side street corners that would have been just as well-served with some paint to delineate crosswalks.

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 vehicular traffic, in particular transit
- Coxwell Ave will more efficiently move vehicular traffic, 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 bike lanes, integrating better with Lake Shore Blvd E cycling commuter routes, in addition to completing the network by adding cycling routes on portions of O'Connor Dr, St. Clair Ave E and Victoria Park 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