

April 12, 2019

## Scarlett Road Bridge Update & Proposed Bike Lanes on Scarlett Road

### Public Consultation Meeting

Join us for an opportunity to view information materials, see a presentation, and speak with the project teams about these related projects.

<b>Date:</b>	<b>Monday, April 29, 2019</b>
<b>Time:</b>	<b>Drop in 6:30 p.m. to 9 p.m. Presentation at 7:00 p.m.</b>
<b>Location:</b>	<b>Lambton Park Community School </b> 50 Bernice Crescent

This meeting was requested by local Councillor Frances Nunziata who will be in attendance alongside Councillor Gord Perks.

All information materials will be posted on the web page shortly following the event: [toronto.ca/scarlett](http://toronto.ca/scarlett)

### Scarlett Road Bridge Update

In late 2017, the City began work on detailed designs for the reconstruction of the Scarlett Road Bridge and the intersection of Scarlett Road with Dundas Street West and St. Clair Avenue West.

This planned work involves lowering Scarlett Road to allow large vehicles and trucks to pass underneath the bridge. Improvements will be made to the sidewalks, along with the addition of new bike lanes and turning lanes from Dundas Street onto Scarlett Road. This complex design work has taken longer than we anticipated and is still ongoing.

### Bike Lanes Overview

Cycling is one of the fastest growing transportation modes in Toronto. The City is working to make travel by bike safer and more inviting.

In 2019, the City of Toronto is proposing to install a physically separated bike lane (cycle track) along Scarlett Road from the Humber River to just north St. Clair Avenue at Bernice Crescent.

The new bike lane will provide a dedicated space for cyclists, improving safety and comfort for all road users. The bike lane will expand the local cycling network by connecting to the existing multi-use trail on the Humber River, at Black Creek Trail, and future bike lanes under the Scarlett Road Bridge.

Options for cycling connections to Scarlett Road being considered for the future include **Eileen Avenue to Pritchard Avenue** or **Eileen Avenue to Corbett Avenue**.

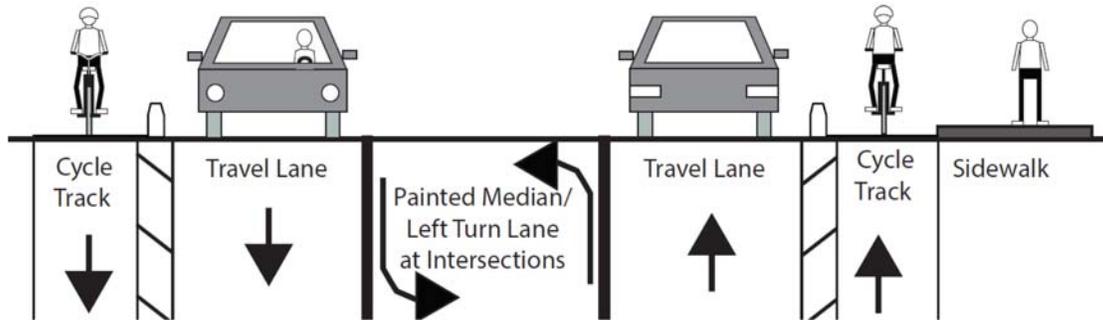


Legend	
	Proposed Cycle Tracks
	Proposed Other Cycling Connections
	Existing Bike Lanes
	Existing On-Street Shared Cycling Connections
	Existing Multi-Use Trails

### Reduced Vehicle Speeds

The separated bike lane design will require the reduction of traffic lanes, which will reduce vehicle speeds on Scarlett Road and improve safety.

# Scarlett Road Bike Lane Design



The installation of the separated bike lanes on each side will require a reduction in the number of motor vehicle travel lanes from four lanes, to two, plus center turning lane.

The Scarlett Road bike lane separation would include short concrete walls where ever possible, bollards (short posts) and curbs in some locations, along with signs and pavement markings throughout. No stopping or parking will be permitted next to or in the bike lane.

TTC bus stops will continue to function along the route. This work will be coordinated with TTC's planned Junction Area TTC route and stop location updates.

This project will also include road resurfacing and traffic signals will be optimized to keep traffic moving.

## Safety Improvements

The proposed lane reduction in this project would reduce the recognized road safety problem of high vehicle speeds along Scarlett Road.

In support of pedestrian safety, a new traffic signal at Eileen Avenue is also proposed, which will replace the existing pedestrian crossover at Bernice Crescent.

The center turn lane will make it easier and safer to turn to and from the side streets.

## Public Art

The proposed short concrete walls separating the bike lane from the traffic will be covered in painted murals through a partnership with stART Toronto.

The Scarlett Road Bridge project will include public art throughout the site: in the underpass, along retaining walls, and in the parkette.

## Contact

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[toronto.ca/scarlett](http://toronto.ca/scarlett)



*Example of a physically separated bike lane (cycle track) on Wellesley Street*



*Example of a painted cycle track barrier on Lake Shore Boulevard West*