



Briggs Avenue and Bantry Avenue

Active Transportation Feasibility Study

Public Information Centre
May 2024



Briggs Avenue and Bantry Avenue Feasibility Study



About the Project – Policy History

- Richmond Hill's Council Approved Transportation Master Plan (TMP):
 - Envisions the paradigm shift in how people are and will be choosing to get around
 - Places Active Transportation at the top of the mobility hierarchy, prioritizing an inclusive and equitable approach to infrastructure design.
 - Identified bike lanes along Bantry Avenue and Briggs Avenue
- Richmond Hill's Council Approved Traffic Safety and Operations Strategy (TSOS):
 - Bike lanes are identified within the Traffic Calming Toolbox
 - Bike lanes have a traffic calming effect by narrowing the vehicular travel lanes

Briggs Avenue and Bantry Avenue Feasibility Study

About The Project – Project Highlights

- Determine the preferred cross sections and configurations for each block
- Enhance connections between Richmond Hill's on- and off-road cycling facilities, and to the York Region's cycling facilities
- Make it easier for residents and visitors to access key destinations, schools, community centres, parks and recreational facilities
- Allow and encourage safe cycling
- Connect existing neighbourhoods to the Richmond Hill Centre, where the future Yonge North Subway Extension (YNSE) will support



Briggs Avenue and Bantry Avenue

Criteria and Evaluation

EVALUATION CRITERIA	DESCRIPTION
Pedestrian and Cyclist Experience	Fair and accessible environment for users of all ages and abilities, separating cyclists from other road users, and creating opportunities to enhance the pedestrian environment and streetscape
Geometric Considerations	Traffic capacity and level of service, transit operation, loading and deliveries, and emergency services
Traffic Calming Effectiveness	Effectively reducing vehicle speeding
Impacts on the Environment	Minimizes impacts on trees, vegetation and natural heritage and provides Low Impact Development opportunities
Constructability / Ease of Implementation	Utilizing existing road & boulevard geometry, minimizing impacts to utilities and surrounding land use, are feasible and practical to construct, and consider implementation costs.
Maintenance and Operating Costs	Financial feasibility of maintenance and operation, including waste/recycling collection, and snow clearing/street sweeping

Section A: Briggs Avenue

Existing Conditions



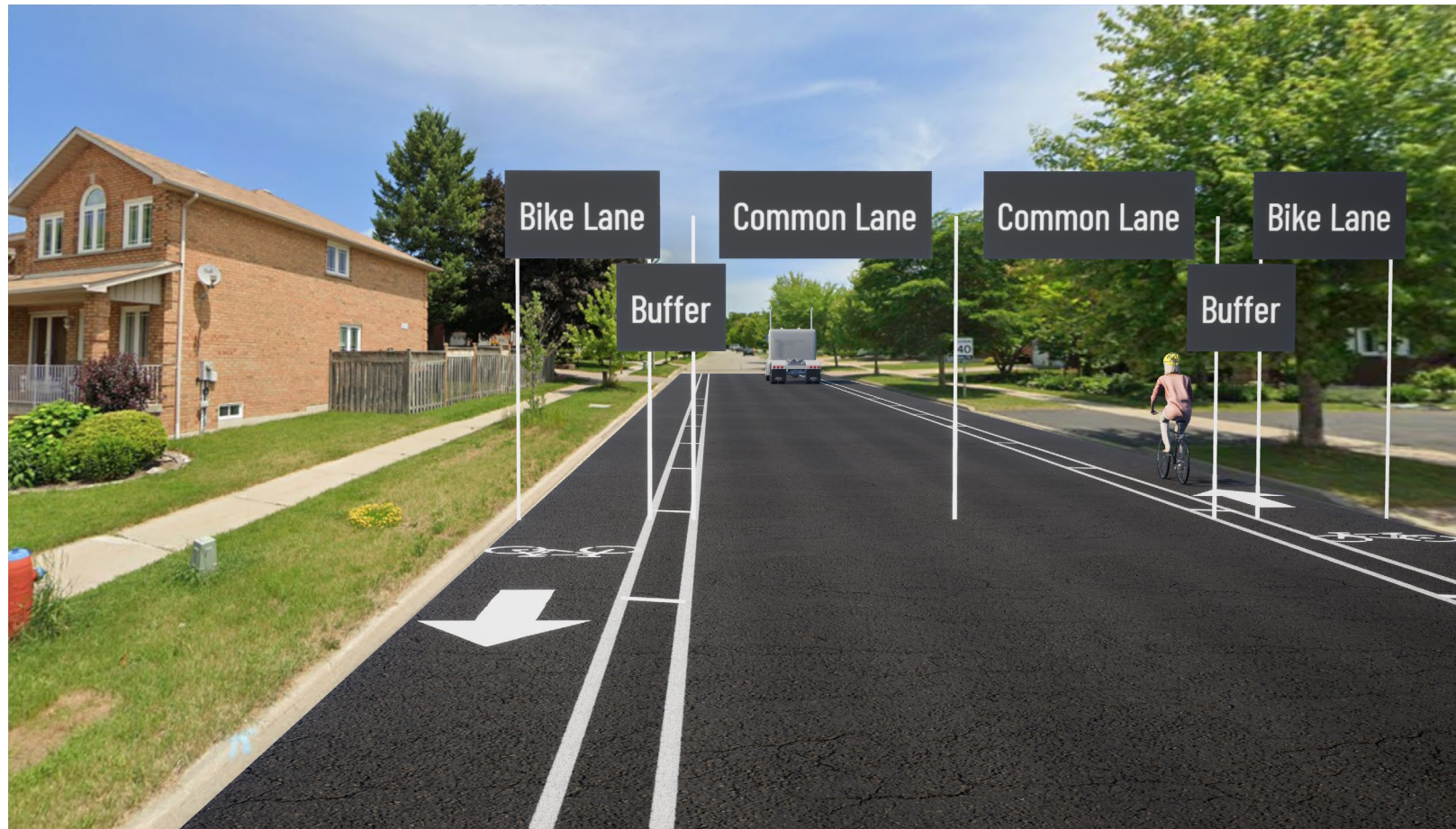
From Bayview Avenue To Edinburgh Drive – (Looking East)

Design Highlights:

- Wide travel lanes encourage fast travelling vehicles
- Space for vehicles to park on both sides of the road
- Current parking restrictions
 - North side: from Bayview Avenue to the East limit of Queens College Drive
 - South side: from Bayview Avenue to Queensmill Court
- Some on-street parking available

Section A: Briggs Avenue

Recommended – Buffered Bike Lanes (A1)



From Bayview Avenue To Edinburgh Drive – (Looking East)

Design Highlights:

- Painted buffer creates separation between the bicycle lane and the vehicle lane
- Parking is removed on both sides to accommodate the buffered bike lanes
- Buffered bike lanes will have traffic calming effect on vehicles and increase sense of safety for cyclists

Section A: Briggs Avenue Alternative – Sharrows (A2)



Design Highlights:

- Reducing traffic lane widths would reduce speeds without increasing congestion
- Centre flexible sign with speed limit as a traffic calming measure
- Parking on one side of the street

From Bayview Avenue To Edinburgh Drive – (Looking East)

Section A: Briggs Avenue

Alternative – Advisory Bike Lanes (A3)



From Bayview Avenue To Edinburgh Drive – (Looking East)

Design Highlights:

- Advisory lane markings give cyclists riding space, but are also available to motorists if needed to pass oncoming traffic
- Advisory bike lanes will increase sense of safety for cyclists compared to today
- Maintains some parking on one side of the street

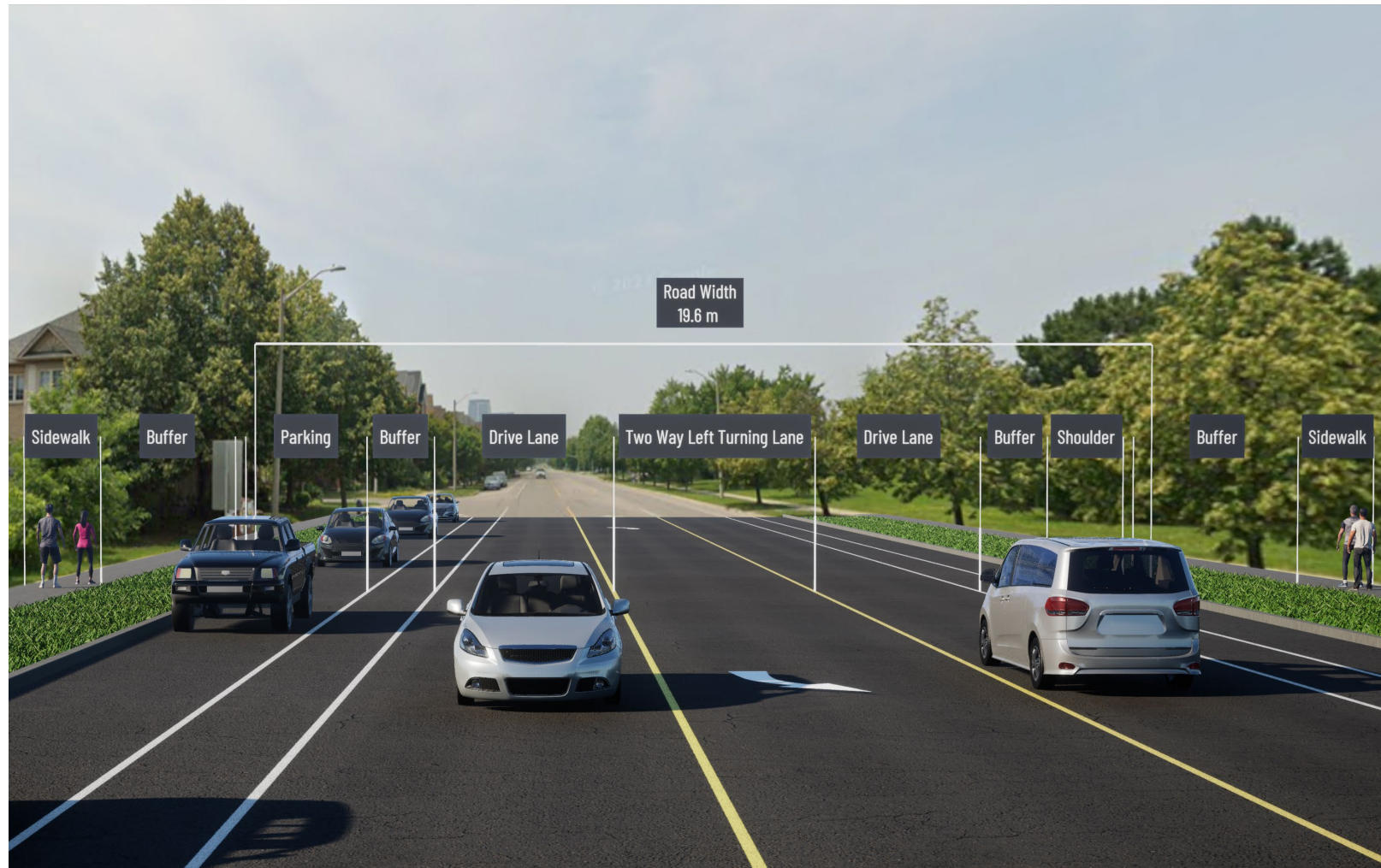
Section A: Briggs Avenue

Evaluation of Alternatives

Segment		Design Highlight/ Key Differences	Rank
Section A Briggs Avenue	A1: Buffered Bike Lanes	<ul style="list-style-type: none"> ✓ Dedicated space for cyclists ✓ Biggest traffic calming effect ✗ Loss of parking 	★ 1
	A2: Sharrows	<ul style="list-style-type: none"> ✗ Cyclists not separated from traffic ✓ Some traffic calming effect ✗ Some loss of parking 	2
	A3: Advisory Bike Lanes	<ul style="list-style-type: none"> ✗ Special rules for drivers, shared space ✓ Some traffic calming effect ✗ Some loss of parking 	3

Section B: Bantry Avenue

Existing Conditions



From Red Maple Road To Bayview Avenue – (Looking West)

Design Highlights:

- Two wide lanes and a two way left turn lane that contribute to speeding
- Parking lanes and buffer are on both sides of the street

Section B: Bantry Avenue

Recommended – Cycle Tracks (B1)



From Red Maple Road To Bayview Avenue – (Looking West)

Design Highlights:

- Cycle tracks in boulevard with buffer from curb increases the sense of safety for cyclists compared to today
- Minimizes impacts on existing utilities and trees
- No impact to number of driving lanes or parking

Section B: Bantry Avenue

Alternative – Buffered Bike Lanes (B2)



Design Highlights:

- Parking provides physical protection of bike lanes and increase sense of safety for cyclists compared to today
- No impact to number of driving lanes or parking

From Red Maple Road To Bayview Avenue – (Looking West)

Section B: Bantry Avenue

Alternative – Protected Bike Lanes (B3)



From Red Maple Road To Bayview Avenue – (Looking West)

Design Highlights:

- Parking protected bike lanes with precast concrete separators would avoid parking vehicles entering into the bike lane
- This increases the sense of safety for cyclists compared to today
- No impact to number of driving lanes or parking

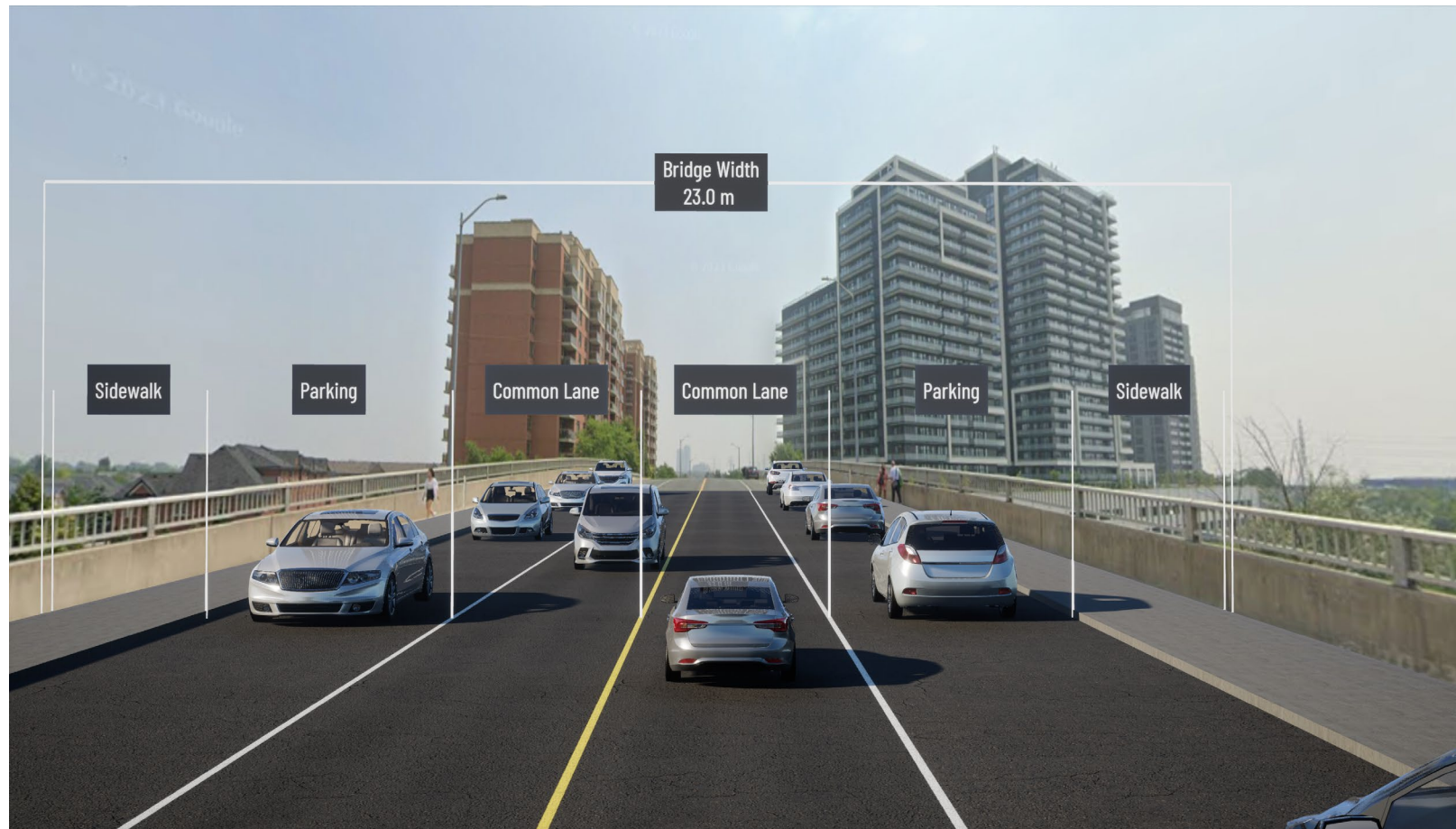
Section B: Bantry Avenue

Evaluation of Alternatives

Segment		Design Highlight/ Key Differences	Rank
Section B Bantry Avenue	B1: Cycle Tracks	<ul style="list-style-type: none"> ✓ Cyclists separated from road ✓ Traffic calming effect ✗ Cost / impact to boulevard space 	★ 1
	B2: Buffered Bike Lanes	<ul style="list-style-type: none"> ✓ Traffic calming effect ✗ Some cars may park in bike lane 	2
	B3: Protected Bike Lanes	<ul style="list-style-type: none"> ✓ Traffic calming effect ✗ Cost / maintenance of barriers 	3

Section C: Bantry Avenue – Bridge

Existing Conditions

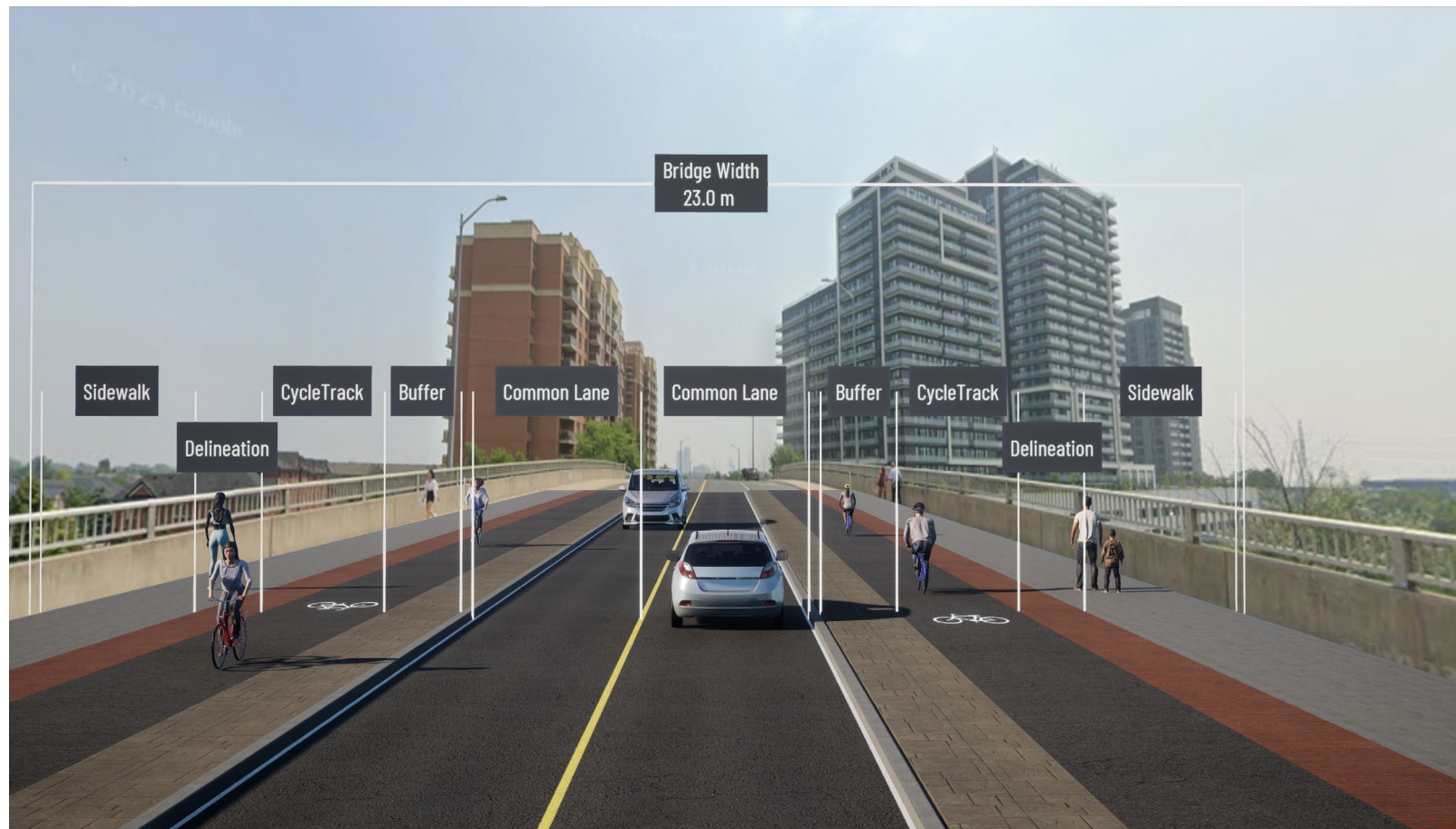


From Yonge Street To Red Maple Road – (Looking East)

Design Highlights:

- Existing bridge cross section which is subject to reconstruction

Section C: Bantry Avenue – Bridge Recommended – Cycle Tracks (C1)

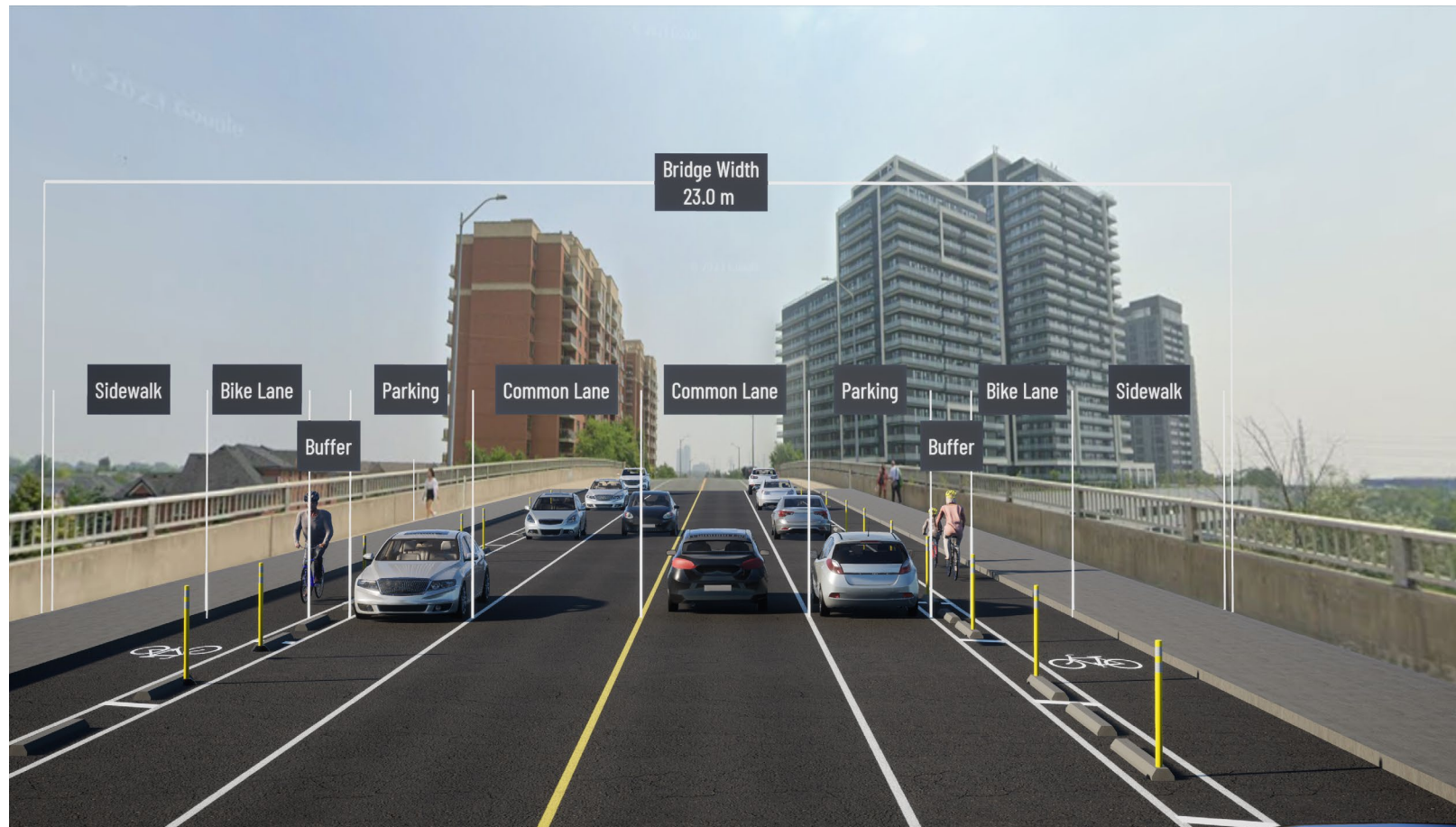


From Yonge Street To Red Maple Road – (Looking East)

Design Highlights:

- Cycle tracks and sidewalks along with a wide buffer from roadway which increases the sense of safety for cyclists compared to today
- Narrowing lane widths reduces speeding

Section C: Bantry Avenue - Bridge Alternative – Protected Bike Lanes (C2)

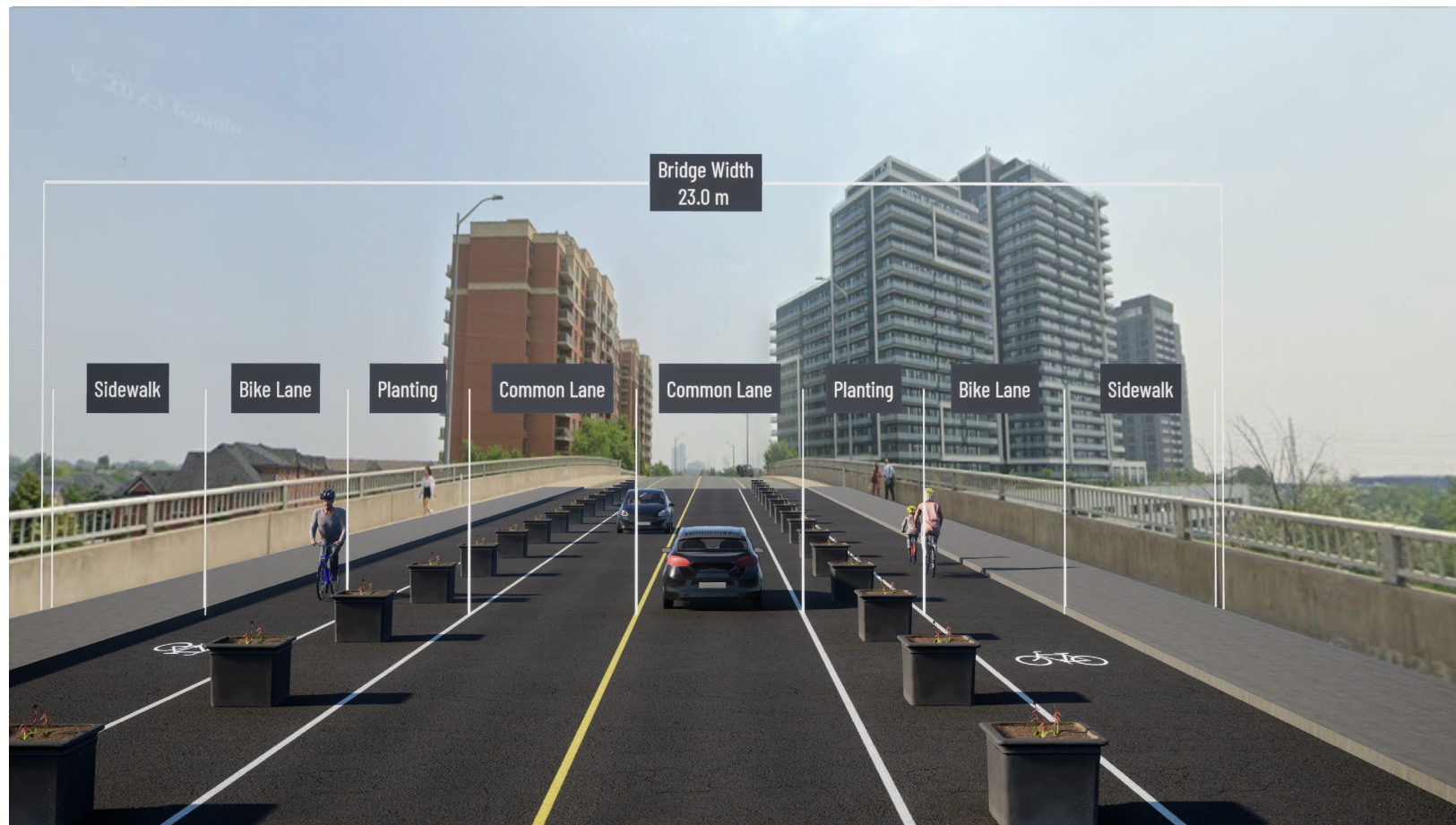


From Yonge Street To Red Maple Road – (Looking East)

Design Highlights:

- Parking protected bike lanes allow for protection from the flow of vehicles which increases the sense of safety for cyclists compared to today
- Narrowing lane widths reduces speeding

Section C: Bantry Avenue - Bridge Alternative – Protected Bike Lanes (Planters) (C3)



From Yonge Street To Red Maple Road – (Looking East)

Design Highlights:

- Parking is removed and replaced with planters to provide separation from traffic which increases the sense of safety for cyclists compared to today
- Narrowing lane widths reduces speeding
- Planters beautify the cross section and encourage cyclists

Section C: Bantry Avenue - Bridge

Evaluation of Alternatives

Segment		Design Highlight/ Key Differences	Rank
Section C Bantry Avenue	C1: Cycle Tracks	<ul style="list-style-type: none"> ✓ Cyclists separated from road ✓ Aesthetics / boulevard enhancements X Loss of parking 	★ 1
	C2: Protected Bike Lanes	<ul style="list-style-type: none"> ✓ Maintains parking on bridge X Cost / maintenance of barriers 	2
	C3: Protected Bike Lanes (Planters)	<ul style="list-style-type: none"> ✓ Aesthetics / boulevard enhancements X Loss of parking X Cost / maintenance of planters 	2 (tied)

Which options best serve the future of Richmond Hill?

Section A: Briggs Avenue

Recommended (A1) – Buffered Bike Lanes	
Alternative (A2) – Sharrows	
Alternative (A3) – Advisory Bike Lanes	

Section B: Bantry Avenue

Recommended (B1) – Cycle Tracks	
Alternative (B2) – Buffered Bike Lanes	
Alternative (B3) – Protected Bike Lanes	

Section C: Bantry Avenue - Bridge

Recommended (C1) – Cycle Tracks	
Alternative (C2) – Protected Bike Lanes	
Alternative (C3) – Protected Bike Lanes (Planters)	

How To Stay Involved

Project Website

Stay up to date as the project progresses and find more details on the project.



Have Your Say!

Use the form to give us your feedback to refine and shape the design.



Available for
comment until
May 30, 2024